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DEATH.

On November 25th, at Shanghai, THOMAS JOSE D'AQUINO, aged 65 years.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C

The Daily Press.

HONGKONG, DECEMBER 3RD, 1907.

THINKING and speaking fancifully, turning for expression instinctively to tropes, man is accustomed to speak of Nature as a callous or even ruthless entity. Adhering to the simile, there is one phenomenon at least which may be said to entitle Nature to some credit for mercy. This is that limitation of the mind by which man is usually prevented from at once realizing the full nature and extent of things that happen to him. We speak of events that stun, but that is when realization is overcoming the mercifully dulled perceptiveness. Without leaning unduly to pessimism, it may be admitted that a very large proportion of earthly happenings are stunning, and if all were to "come home" to us promptly, the joy of life would scarcely be a realizable asset. When, for example, there has been some great catastrophe, or when someone near and dear has been taken away, complete consciousness of the trouble rarely bursts upon the afflicted; while it insinuates itself, man has time, as it were unconsciously, to get used to the idea, to brace himself for the culmination of horror that would otherwise be overwhelming.

Of course the thing works both ways. It is not an unmixed blessing; and there are times when our slowness to reach complete realization of the full significance of events permits avoidable things, like war, and crime, to take place. Just as the scene possible to one glance or fixed gaze is confined within a frame whose shape may be called a horizontal oval, so the brain perceives clearly to begin with only the objects in immediate focus. If there be any virtue in the proverb "look before you leap," the injunction must be obeyed with a deliberately roving eye. We must look around to get a sense of proportion.

Sympathy with the contemporary sorrows of our neighbours suggested these reflections, but the real inspiration of the preambulatory train of thought was a sudden though belated recognition of the change in China indicated by the last published minutes of the Shanghai Chamber of Commerce. One has been hearing of the progress of railways in North China, but the immediate effect was to turn attention to the comparative backwardness of the same development in South China; and it required something concrete, like the letter of Noel, Murray and Co. Ltd. to the Chamber, to awaken us to a realization of the extent of the real changes that have been taking place in the Empire. When it has become necessary to agitate for the collection of statistics of imports moved by rail from the port to the interior, it is easier to grasp the fact that the old ways, the slow, leisurely ways, have heard their own death-knell. To come at once to the pragmatic aspect, it is satisfactory to note that the Railway Commissioners expressed willingness to co-operate with the Chamber in securing such complete figures as alone make the information useful. In the beginning they propose to charge nothing, but when the work increases to any extent, as it undoubtedly will do, they will expect the Chamber to bear the cost of such extra clerical assistance as may be required.

The minutes referred to will be found on page 5.

The English Mail of the 2nd November was delivered in London on the 30th November.

Sunday was the sixty-third birthday of Her Majesty Queen Alexandra. The Royal Salute was fired at noon yesterday.

The annual general meeting of the Hongkong Odd Volumes Society convened for yesterday afternoon, was postponed for a week.

Mrs. Stokes will open the Sale of Work in aid of the Union Church Organ Fund which is to be held this afternoon at the Volunteer Headquarters.

Last week were reported one case of plague and one case of smallpox, both Chinese, and both fatal. The 1907 plague figures are now 238 cases, 230 deaths.

Yesterday's post delivery included London news dated November 6th, arriving via Siberia, thus allowing us to report the China Association's annual dinner that took place 26 days ago.

When socialism reaches the army, the *Bystander* thinks, conversations like this may be the rule. Colonel: "Why the deuce don't you salute me when you pass, sir?" Recruit: "I nodded me 'ead, and said 'Wot ho!' clear enough."

His Honour the Chief Justice resumed duty yesterday and His Honour Mr. Justice Wise, who has been acting in his stead, took over his duties as Puisne Judge, Mr. H. H. J. Gomperts reverting to the Police Court as first magistrate.

The marriage of Miss Bettine Des Vœux to Mr. T. Guy Paget, previously announced for the 21st November at St. Peter's Church, Eaton-square, took place on the 14th, in Holy Trinity Church, Brompton, owing to Sir William Des Vœux's health requiring an operation at an early date.

According to the Berlin correspondent of the "Frankfurter Zeitung," the Public Prosecutor, acting on an anonymous denunciation he has received, is instituting preliminary informatory proceedings against Prince Philip zu Eulenburg and three former high military officers for offences against Paragraph 175 of the Penal Code.

A curious story comes from Shipley, near Bradford. A resident posted a letter addressed to Bingley, three miles away, but Post Office authorities by some error sent it to the United States. It has now, after a month's delay, been returned, and the authorities demand 4d. from the addressee to cover the cost of the letter's travels across the Atlantic!

A native appeared before Mr. F. A. Hazeland at the Police Court yesterday charged with using abusive language to Sergeant Appleton. The defendant told his Worship that he didn't know the custom in Hongkong, but the magistrate thought he knew better than he pretended, and ordered him to pay a fine of $15, the alternative being one month's imprisonment.

At the meeting of the Council of the Suez Canal Company on November 4th, Sir William Garstin, G.C.M.G., Councillor in the Department of Public Works in Egypt, was, on the nomination of his Majesty's Government, unanimously elected as one of the British representatives to fill the place on the board rendered vacant by the death of the late Major-General Sir John Ardagh.

Hans Dix, an able seaman on the sailing ship *Eclipse* which is lying at the No. 2 dock, Hunghom, while walking up the gangway on Sunday, slipped and fell to the bottom of the dock, a distance of 35 feet. The captain and a number of members of the crew got him aboard again and it was found that he had received injuries to the head which necessitated his removal to hospital.

A Shanghai contemporary thus cracks a joke:—Hongkong papers contain an amusing account of the "disorderly conduct" for which a boy who was taken to Hongkong by a member of the Shanghai Interport team of cricketers, was fined $5. The evidence showed that the offender, having purchased a police whistle, amused himself for some considerable time by giving false alarms to the police.—Possibly he resented the fatigue occasioned to his master while a score of 60 runs was being compiled by Edwards, the police crack, a couple of days before.

Speaking at Kentish Town last month, Mr. H. C. Lea, M.P., said that when the House of Lords was mentioned he really smacked his lips, for he hoped that within three or four years there would be no House of Lords. During the past two years they had been particularly active, but for the previous ten years they did nothing but sleep. Directly the country woke up and sent into power a democratic party with a mandate to carry out domestic legislation, then the doddering old idiots came down, clapped on their cornets, put on their bedspreads—(laughter)—attended the King's Speech at the opening of Parliament, and said to each other, "Ah, Bill! here we are again—(laughter)—and we will give old C.-B. fits," (Laughter.) The Peers certainly had given the Liberals fits; but he thought the time was coming when they would return the compliment.

The report of the Eastern Extension Australasia and China Telegraph Company for the half-year ended June 30, states that the gross receipts amounted to £304,367, against £303,791 for the corresponding half-year of 1906. The working expenses, including £25,704 for maintenance of cables, absorb £155,933, against £141,246 for the corresponding period of 1906, leaving a balance of £148,437. From this is deducted £712 for income-tax payable in England, £73 for donation to Chinese Hospital, and £15,048 for interest on debentures stock, leaving £132,602 as the net profit for the half-year. After adding £17,344 brought forward, there is an available balance of £149,947. Two quarterly interim dividends of 1½ per cent. each, amounting to £75,000 have been paid for the half-year, leaving a balance of £74,947 to be carried forward. The general reserve fund has been debited with £120,000 as a provision on account of investment fluctuations, and this sum has been deducted from the cost of investments.

CATASTROPHE AT CANTON.

The *Sheung-po* issued an extra yesterday based on a telegram it had received at 6.30 a.m., from Canton.

The story was that at 8 o'clock on Sunday night, while a cinematographic exhibition was being given in a Chinese hotel, the building collapsed, owing to the overcrowding. Three hundred people were killed, and many injured. All the hospitals were at once filled with cases, and the Namhoi Magistrate turned out to supervise the rescue work in the ruin.

Our own information is to the effect that the casualties were fewer. The correspondent of the *Chung Ngoi San Po*, our Chinese edition, writes that the building was the Tsoi Chan restaurant in Yik Hong, outside the East gate. A marriage feast had been eaten, and the cinematograph was an extra entertainment for the guests, numbering about 120. About 80 neighbours joined them to view the moving pictures. The collapse began in the rear, followed in a few seconds by a complete tumbledown. The kerosene lamps upsetting, added fire to the general terror, and the clamorous gongs of the "kaifong" people gave it poignant expression. The firemen soon got the fire out, and then the sad task of rescuing the injured and recovering the dead was begun. All the police of the district joined in. By ten p.m. they had dug out seven corpses and 25 injured people. It was estimated that there were still about forty people buried in the debris. Supt. Iu, Taotai, personally officered the rescue brigade, and the workers were further encouraged by offers of ten dollars for each person dug out, dead or alive.

WEST RIVER PIRATES.

CANTON PROTESTANTS CENSURED.

In reply to the agitation by natives of Kuangtung, against the alleged permission granted by the Central Government to British gunboats to patrol the West River, the Waiwupu has telegraphed to Viceroy Chang Jên-chun of Canton that the Imperial Maritime Customs had arranged that mutual assistance should be given in searching for pirates on the West River and that this had been wrongly interpreted into giving permission to foreigners to patrol that stream. The Waiwupu, therefore, asked Viceroy Chang Jên-chun sternly to censure the people of Kuangtung for creating rumours to incite the passions of the mob and cause trouble. It was further stated in the dispatch that the practice lately of sending telegrams to Peking to contend with the Central Government on questions of Imperial Policy was unreasonable, a lack of good manners and a reckless attempt to disturb the peace.

We understand that the following torpedoers and destroyers have been commissioned to patrol the waterways of the West River to cope with pirates:—Torpedoers Nos. 35, 36 and 38; the destroyers "Fame," "Janus," "Hart" and "Taku;" the sloops "Clio" and "Cadmus."

TELEGRAMS.

[REUTER'S SERVICE.]

GERMANY AND GREAT BRITAIN.

LONDON, November 30th.

In the Reichstag, Prince Buelow, who was continually interrupted by general applause, expressed the thanks of Germany to the British royalties and people for the brilliant reception of the Emperor and the Empress, and dealt at length with the efforts of numerous circles in both countries, to restore the old friendly relations. The history of the last decade showed a temporary estrangement, which was nothing but a huge misunderstanding.

RUSSIA.

LONDON, November 30th.

M. Stolypin made a sensation in the Duma by a Ministerial declaration that the Tsar's autocratic power was the most precious asset of the State, and was destined to bring Russia back to the paths of order.

[*N.-C. Daily News* Service.]

THE UNREST IN CHEKIANG.

SHAOHSING, November 25th.

It is rumoured that there is trouble at Hsingbsien and troops have been dispatched; but probably it is only a local affair, and hopes are entertained of a speedy settlement.

All seems quiet here, but the native newspapers are endeavouring to influence the people to petition Sir John Jordan, British Minister at Peking, on the subject of the Chêkiang railway loan.

CHOLERA IN THE JAPANESE NAVY.

TOKYO, November 25th.

The captain and engineer of the torpedo-boat destroyer Murasame, two engineers and one bluejacket of the torpedo-boat destroyer Mikatsuki and one bluejacket of the torpedo-boat destroyer Shiratsuyu have contracted cholera.

MR. LEMIEUX IN JAPAN.

TOKYO, November 27th.

Owing to a bad cold the Emperor was unable to receive Mr. Lemieux, the Canadian Minister of Labour and Special Commissioner to Japan, but the Empress received him and entertained him and Mrs. Lemieux at luncheon. The Minister of the Household also gave a luncheon party to-day under imperial instructions in honour of Mr. Lemieux at the Shiba detached palace. There will be a public dinner on December 3rd.

It is extremely improbable that there will be any formal agreement for restriction of Japanese immigration in Canada, but it is anticipated that Mr. Lemieux's mission will have excellent results.

ELECTRIC TRAMS IN NANKING.

NANKING, November 25.

The first sod of the Nanking Electric Tramway was cut at noon to-day by H.E. Tuan Fang, Viceroy of the Liangkiang provinces, in the presence of the local officials and a large concourse of people. The ceremony passed off most successfully.

PRINCE ARISUGAWA'S ADVENTURE.

EXCITING INCIDENT AT YOKOHAMA.

In order to receive the Crown Prince, who arrived at Yokohama on November 14th, from his recent tour to Korea, his Imperial Highness Prince Arisugawa drove to Yokohama in a motor-car which he has recently purchased from abroad. According to the *Japan Times*, the motor-car sped at a fleeting speed, and everything was all right until it came to Nakano-cho, within the limits of Yokohama, when a large cart laden with stones came along. The horse taking fright at the unfamiliar noise of the automobile as it dashed along at lightning speed, jumped and plunged about, almost blocking the entire passage. A collision took place between the car and the cart. The latter, the horse and the motor-car were injured. But a still greater trial was in store for the Imperial motorist.

Dozens of coolies collected on the spot, hauled down his Highness unceremoniously and demanded compensation for the damage done. The attendants were perplexed to know how to behave. Presently a policeman arrived, but failed to recognise Prince Arisugawa; so instead of helping the prince out of the predicament, asked his name and profession in a most rude manner. His Highness was at last reluctantly compelled to make himself known. The poor bobby stood paralysed with fear and perplexity. He doubtless thought himself quite *non est*, and so he would have been if it were fifty years ago. But then there was no motor-car in those days.

The consternation which followed the Prince's declaration of his personality might well be imagined. A telegram to the police, arrival of the chief of the police, bowings and apologies, dispatch of carriages, bewilderment of the crowds and confusion of the coolies and the policeman! But his Highness instead of showing signs of displeasure at the rudeness of the coolies and the constable, laughed at the whole matter, remarking to the chief of the police not to concern himself about it. He good-humouredly observed that the fault was on both sides. About 40 minutes later the car was repaired, and his Highness departed in the brightest spirits possible, as if nothing had occurred to interrupt his pleasure.

EXPORT OF RICE FROM CHINA.

A Hankow message states that Viceroy Chow of Liangkiang is consulting with Japanese merchants in Hankow in regard to the method of shipping 300,000 koku of rice the export of which from Liangkiang to Japan has been agreed to by the Chinese Government, on the application of the Japanese Government.

The leading Chinese merchants of Hankow have addressed a petition to the Viceroy protesting against this shipment. The memorialists point out that the rice harvest in Liangkiang this year has been successful, but the rice market has not yet been restored to the normal state. If any large shipment—such as is proposed—is made to Japan, the market will rise again, to the great distress of the poorer classes. The memorialists further contend that when once an exception is made to the national law, and the export of the cereal allowed, all the other Powers will make similar demand. His Excellency should represent these facts to the Peking Government, and induce the authorities to withdraw the permission granted for the export of rice.

THE FUNERAL OF MRS. MITCHELL TAYLOR.

Few more impressive funerals have taken place in Hongkong than the burial of Mrs. Mitchell-Taylor yesterday morning in the Protestant Cemetery at Happy Valley. The coffin, which was draped with the Union Jack and covered with the numerous floral tributes of respect sent by sympathising friends, was borne from Government House at 8 a.m. to the Cemetery gates on a gun carriage, drawn by twelve sergeants of the garrison and escorted by a small detachment of soldiers. At the Monument the cortege was joined by a large number of civilians and military and naval officers in uniform; and to the accompaniment of funeral marches, played with most impressive effect by the Band of the Middlesex Regiment, the sad procession slowly wended its way to the cemetery. If music be "a kind of inarticulate, unfathomable speech which leads us up to the edge of the infinite and lets us for moments gaze into that," no music better answers to that beautiful description than the subdued strains of the solemn funeral march with the beating of muffled drums, and the dull, measured tramp of many feet. The progress of the mournful procession from the Monument, through lines of Indian and Chinese police, to the cemetery, was most impressive in its solemnity.

Captain P. H. Mitchell-Taylor, the bereaved husband, dressed in the uniform of his regiment, walked immediately behind the coffin with Mr. A. J. Brackenbury, the deceased lady's brother. Behind them followed His Excellency the Governor and Lady Lugard; then Colonel Darling, R.E. (the Officer in temporary command of the Troops), Commodore Stokes, R.N., and the Hon. Mr. F. H. May, C.M.G., (Colonial Secretary). In the rear followed the members of the Executive and Legislative Councils, the Foreign Consuls, and a large number of Government officials and leading residents, including several prominent members of the Chinese community.

At the cemetery gates the coffin was transferred to the shoulders of men of the Middlesex Regiment and the Royal Engineers, headed by Captain W. Armstrong, H.K.V., honorary A.D.C. to the Governor, and Captain Gale, R.E., serving temporarily as A.D.C., and was met by the Bishop of Victoria, the Rev. F. T. Johnson (the Cathedral Chaplain), and the Rev. G. Searle (Chaplain to the Forces), who preceded the solemn procession to the graveside, situated but a short distance up the main pathway. The full office of the Church was read, each clergyman taking part, the Bishop committing the body to the grave and pronouncing the Benediction which terminated the service. In the course of the service the hymn

Days and moments quickly flying
Blend the living with the dead

was impressively sung by a military choir with band accompaniment.

Several ladies were present including Mrs May, Mrs. Volpicelli, Mrs. Basil Taylor, Mrs. Stokes, Mrs. Atkinson, and Mrs. Masters; and the entire gathering, representative, as it was, of all creeds and sections of the community, bore silent testimony to the deep and widespread sympathy which the unexpected news of the great grief which has fallen on the Governor's household has evoked.

A large number of residents called at Government House yesterday to leave condolence cards.

BRITISH AND CHINESE CORPORATION.

The report for the year ended June 30 states that, including the balance brought forward, the amount to the credit of profit and loss is £51,152, and having transferred £21,000 to a general reserve account, the directors recommend a dividend of £7 10s. per share, tax free, which is at the rate of 15 per cent. on the amount paid up, and will absorb £8,750, the balance of £12,402 to be carried forward. The progress made with the construction and equipment of the Shanghai to Nanking Railway necessitated the emission in January last of a further instalment of the loan, and £650,000 Imperial Chinese Government bonds were issued by the corporation on behalf of the Government, making the total amount issued £2,900,000 out of the £3,250,000 provided for in the loan agreement. Instead of issuing further bonds, the Chinese Government proposes to provide from funds at its disposal the capital to complete the railway, which it is expected will be finished by the middle of 1908. In April last the corporation made an issue of Chinese Government bonds for a loan of £1,500,000 for the construction and equipment of a railway about 100 miles in length from Canton to the boundary of the Kowloon, leased territory under British control. This line will connect with the one now under construction by the Government of Hongkong through the territory of Kowloon terminating at the port of Kowloon opposite Hongkong. The final survey and arrangements for construction are being proceeded with. Negotiations are pending for the final agreement for a loan to construct a railway of about 200 miles from Suchau (on the Shanghai-Nanking line) to Hangchau and Ningpo. This will constitute a very important development of the Yangtse Valley railway system. Negotiations are also pending for the cancellation of the Nanpiao coal concession, the administration of the Imperial railways of North China having refused to proceed with the development of the field in joint account with the corporation.

BOXING.

Another boxing exhibition has been arranged by Mr. "Billy" Bellew to take place in the City Hall on Saturday night. The programme includes four interesting events, and if it is carried through as well as the previous contests which took place in the theatre there should be a full house. The main event of the evening is a twenty round bout between "Billy" Bellew and Roberts of the Navalyard. "Polly" Perkins of the Middlesex Regiment is matched against Wilks of the Navalyard, while Griffiths of the A.O.C. has accepted the challenge thrown out by "Kid" Marriott, and as this is to be a "square go" a good fight should result. Another interesting bout should be witnessed between Coyne of the Navalyard and Frith of the Royal Engineers, as both men are skillful boxers.

AN INTERESTING CAREER.

After an illness lasting but a few weeks, but which owing to its malignant character—cancer of the tongue—developed rapidly during the past fortnight—there passed away at the Yokohama General Hospital on November 16th, in the person of Mr. Arthur William Quinton, one who for nearly a quarter of a century has been identified with journalism in Japan, the larger portion of the time being spent in Yokohama.

Mr. Quinton, who was fifty-seven years of age, says the *Japan Herald*, was born at Needham Market, a quiet country town of Suffolk, where his family had been resident for several centuries. When Mr. Quinton was quite a lad his father migrated to London, where he attained considerable fame as a journalist and writer. The son received an excellent education with a view to entering the Indian Civil Service and passed head of the list, but some disaffection of the lungs caused his rejection by the doctors. As a coincidence, showing how kindly the hand of Fate deals with some men, the man who came second to Mr. Quinton finished his career as a judge of the High Court of Calcutta, and a year or so ago the old competitors had the satisfaction of meeting in Yokohama, the judge having retired into private life, while Mr. Quinton was then plodding away as an active journalist. Being unable to enter the service of the Crown, Mr. Quinton turned his thoughts in other directions, and for several years was employed in the head office of the National Provincial Bank in London, later proceeding on to Shanghai where he obtained a post in the firm of Hall and Holtz as French and German corresponding clerk. When this engagement ended Mr. Quinton started for England, but during this brief stay at Hongkong there occurred an incident which served to change the current of his future life, which was henceforth destined to be spent in the Far East. At the time of Mr. Quinton's arrival at Hongkong some trouble had occurred in the jail there, but owing to the secrecy maintained by the authorities the public were ignorant as to what was actually transpiring. Mr. Murray Bain, then Editor of the *China Mail*, became acquainted with Mr. Quinton, who on his suggestion obtained a position in the prison as turnkey. After becoming thoroughly acquainted with the trouble, Mr. Quinton resigned his post and contributed to the *China Mail* a series of articles which created somewhat of a *furore* in the colony, and which resulted in the introduction of the much-needed reforms. As is often the case with journalists who undertake such work in the public interest, Mr. Quinton made enemies, the then Governor, Sir John Pope Hennessy, being particularly indignant.

Shortly after this Mr. Quinton was sent to represent the *China Mail* with the Red River Expedition of Tonquin, and later, when the health of Mr. A. R. Colquhoun, the *Times* correspondent, broke down, Mr. Quinton took his place as the representative of the London journal. Here again Mr. Quinton's vigorous writing brought him into trouble with officialdom. His severe criticism of the war and of French colonial administration aroused considerable feeling in Haiphong, and served to create troubles between the critic and M. Harmand, who afterwards became French Minister in Tokyo. In fact, so strong a feeling was aroused that Mr. Quinton sent his seconds to M. Harmand, but fortunately the duel did not take place.

After the expedition Mr. Quinton joined the staff of the *China Mail*, but later came to Japan, more than two decades ago, to join the staff of the *Japan Gazette*. Mr. Quinton, we believe, was at one time or another connected with every paper in Yokohama, and in 1896 succeeded Mr. J. F. Piggott as manager of the *Japan Herald*. From the *Herald* Mr. Quinton transferred his services to the *Japan Mail*, in whose office he has been engaged during the last few years as accountant. Mr. Quinton, we believe, established the *Kobe Herald*, and also founded a weekly paper in Yokohama, but the latter did not survive long.

Though a man of quiet disposition, he was well-read and was an interesting conversationalist, while in good music he revelled. The possessor of an excellent tenor voice, Mr. Quinton during his residence in Hongkong was a member of the Cathedral choir, and delighted to recount his achievements as a soloist at that time. In Yokohama Mr. Quinton was always willing to place his talents at the service of the community. At one time he took an active part in the Literary Society, his contributions including lectures on the works of Tennyson, and reminiscences of the Red River Expedition, while during the last two sessions he was responsible for two excellent musical evenings—one on the works of Wallace and the other on Balfe.

The funeral took place at the Yokohama General Cemetery on Monday afternoon, the cortège proceeding direct from the Hospital to the graveside. Immediately following the hearse as chief mourners were Messrs A. Bellamy Brown and Robert Hay, of the *Japan Mail*, while following them were Messrs. S. H. Somerton (of the *Japan Gazette*), A. M. Knapp (*Japan Advertiser*), and A. W. Sherriff (*Japan Herald*). There were also present many old friends of the deceased, the funeral service being conducted by the Rev. E. S. Booth.

GERMAN PROGRESS AT HONGKONG.

The "Rhenish Westphalian Gazette" of Nov. 4th publishes some remarkable statistics showing how German trade is extending in all directions in the East East.

This is stated to be particularly the case in Hongkong, where 170 leading commercial positions are held by Germans. Five out of the ten directors of the Hongkong and Shanghai Banking Corporation, including the presiding director, are Germans, and thirty German firms have formed a cooperative alliance. "The business done by these firms exceeds that done by all the British firms in Hongkong."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 2nd at 1.55 a.m.—Pressure is very little changed except over the E. coast of China, where the barometer has fallen slightly.

Pressure remains low over the Pacific to the N.E. of Japan, and over the S. Philippines and the S. part of the China Sea.

The anticyclonic area still covers China.

Very strong monsoon will continue to prevail in the Formosa Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood	N.E. winds, fresh; fine.
Formosa Channel...	N.E. winds, strong.
South coast of China between Hongkong and Lamocks.	Same as No. 1.
South coast of China between Hongkong and Hainan..	Same as No. 2.

PARIS.

[FROM OUR CORRESPONDENT.]

October 25th.

M. LE PRESIDENT.

It is no doubt because M. Fallières is one of the most modest Presidents France has ever had, that so little is known up to the present about his private life. Hardly anything concerning the latter has leaked out since he succeeded M. Loubet as the First Citizen of France. Yet, when the late M. Sadi Carnot was President of the Republic, as well as in the days when the late M. Félix Faure, and his successor, the retired M. Loubet, presided over the destinies of France, we were continually kept in touch with them, in other words, we were frequently informed through the Press of little details which interest the public when such details relate to the head of the State. In the case of M. Armand Fallières we are kept in the dark about his private life, though the latter is known to be replete with interest. The reason for this is attributed to the fact that M. Fallières prefers to be left entirely alone, and free from all publicity. Unfortunately a person in his position cannot well do as he likes; this is why from time to time a few details find their way in print, and which are read with the keenest interest by one and all. It will be seen from the following secrets which have just been revealed that the private life of M. Fallières is well worth relating, for like most men who have reached his time of life, the President has many of those personal habits which may accurately be described as whims. For instance, we have just been told for the first time since M. Fallières took in hand the reins of the Car of State, that he never goes to bed without taking a *lait de poule*, that is, hot milk with the yolk of an egg beaten up in it, which his daughter, Mdlle. Fallières herself prepares. For twenty years this *lait de poule* has been handed to the President in the same bowl, a bowl of *faïence* or porcelain, on which the name of Armand is inscribed in red.

A SOUTHERNER.

The first thing in the morning the President is served with a "soup," containing among other ingredients, *garlic*—M. Fallières is a Southerner—brown bread, and a little wine. His composition never changes, and he has taken this *soupe* as soon as he opens his eyes for so many years, that the head of the State would not know how to get out of bed if he had not first had his mixture of garlic and brown bread. It might be supposed that at his meals M. Fallières would show a preference for the wine of his own vines, the celebrated Loupillon. Far from it; he only drinks *petit Bourgogne*. All the domestics at the Elysée are given Loupillon as a privilege for which they are said to be none too grateful. Having arrived at an age when one need not trouble greatly about the vagaries of fashion, explains why M. Fallières has not changed his tailor for the past ten years. Nor has he changed the cut of his clothes. His coat and frockcoat are invariably modelled on the same lines, with no modification or concession to the ruling fashion.

A ROBUST MAN.

When bedtime comes M. Fallières has no need of a novel or a newspaper to lull him to sleep. As soon as he has drunk his hot milk he lays his head on the pillow, and sleeps the sleep of the just, knowing nothing of the cares of State or the responsibilities of his high office until the morning. The President, however, does not disdain a little recreation, though very much a "home bird," and one of his favourite pastimes is a game of billiards; another game of which he is fond is *solitaire*, a rather difficult game, which is played with a little board pierced with holes in which little pegs are stuck. Only one hole is left empty, and the player has to "take" all the other pegs by passing them over each other, much in the same way as draughts. One thing for which M. Fallières is exceedingly grateful to Providence is good health. The President is seldom ill, this is largely, not to say entirely, due to his taking very good care of his health. Few Presidents in France have enjoyed so robust a constitution. M. Fallières is a very great believer in the French saying that he who knows himself often knows himself well, and he who knows himself well, enjoys good health. President Fallières weighs himself twice a day regularly, the result of each weighing being carefully recorded in a little book kept expressly for one purpose. M. Fallières told a friend in confidence a few days ago with satisfaction that he had only gained 145 grammes not quite 5 ounces since the beginning of the year. Whether superstitious or not, the President always carries a medal of St. Christopher—the famous saint.

THE EIFFEL CLOCK.

The Eiffel Tower Clock has supplied a long felt want. Hitherto the hour of noon has been proclaimed forth by a cannon on the huge iron structure. This has been done away with; a huge clock-face now marks the time during the night as from 6 p.m. until 7 in the morning. On the second platform a luminous apparatus, which can be seen all over Paris and the adjacent suburbs, displays in gigantic figures the exact time from minute to minute.

POWDER.

The French Navy Department is at present carrying out a series of most interesting experiments with a view to testing and discovering the weak point about black powder. During the manœuvres of the recent manœuvres, there were a good many cases of premature bursting among the shells loaded with black powder and having fuses of later make than 1900, this was especially the case on board the *Saïnis* and the *République*, and these two men-of-war have been selected for the experiments.

A NAVAL SENSATION.

Not without trouble. The statement made a few days ago by M. Pierre Bistry, Deputy for Brest, that the delicate machinery used in the French submarines is manufactured in Germany has created a dreadful sensation among all classes; public anger is all the greater as it is asserted that M. Bietry's statements are incontrovertible. This has placed M. Thomson, the Minister of Marine, in a very awkward position. All that he can do, is to confirm the fact. No other explanation seems possible. M. Bietry who has just returned from a tour in Germany, declares that in a certain factory he examined a number of motors intended for the Naval authorities at Toulon. All the component parts of these motors had just previously been stamped by a Commission of Inspectors from Toulon. On making further inquiry he ascertained that the motors were designed by German engineers. The Department of Marine, having approved the plans, placed the contracts—in Germany! This scandal is likely to give rise to considerable trouble, while M. Thompson, the Minister of Marine, who has done so much to improve the Navy of his country, will in all probability be called upon to resign. Patriotism demands it, say Frenchmen.

QUE LE—DIABOLO!

Wherever you go, you see *diabolo* played almost as much by grown-ups as by children. At all seaside places in France this summer, *diabolo* has proved the king of games. Tennis, golf, and croquet are being neglected more and more for the novel pastime, and even those who do not play are not above pretending that they do, and to this end they carry about with them the inevitable bobbin and the two sticks and string. A day or two ago a diabolo competition was organised at Dieppe, and over a hundred players of both sexes entered. A thousand spectators watched the players, and of the three categories into which the competitors were divided, that for persons over twelve years of age was the most numerous. Though *diabolo* is a graceful, easy-looking game, it is not so easy as it looks; though it must be confessed little boys and girls in Paris find no difficulty in spinning the peculiar bobbin on the string and throwing it high in the air, only to be caught again and kept revolving on its eternal course. It certainly doesn't seem a bit difficult. But you just try it, and you will see how soon you were mistaken. It is no easy matter to maintain the equilibrium of the top. It will persist in wobbling and when you have mastered this difficulty, and have learned how to keep the bobbin revolving steadily, you have still to find out how to throw it into the air, catch it again on the string, and keep it spinning. That wants patience, too. For at the first attempt it is ten to one that the bobbin, instead of mounting in the air, gets tied up in the string, and refuses to rise. Or it rises, but does not leave the string, and without warning flies back and hits the inexperienced player on the nose, or the mouth or the eye. These are the risks of the game, and must be reckoned with. When you have become a really good player, you can spin the top with ridiculous ease, and send it flying into the air with facility.

THE FINANCIAL CRISIS IN AMERICA.

The *Times* Correspondent writes from Chicago, Oct. 23:—

When I left New York on Monday the confidence of financial circles had apparently been restored. Information here from inside sources at 10 o'clock indicates that the present situation is well in hand, and prominent conservative bankers and members of the Clearing-house in New York are telegraphing to bankers here to this effect. One says:—"I like the situation. Speculative trust companies will have to liquidate, and sound business will be restored." Mr. John Mitchell, president of the Illinois Trust and Savings Bank, which has deposits of nearly £20,000,000, discussing the situation with me at noon, said that Chicago banks were at the present time not affected. There was no lack of cash for legitimate purposes. There was no promotion of trusts by trusts here or in the West generally. Chicago banking business was mainly confined to money lent on grain, provisions, or substantial collateral securities. Hence Mr. Mitchell apprehends no trouble except that, New York being the financial centre of the country, such a disturbance makes other banking centres watchful. This appears to be the situation here at the moment. The other cities in the West, except Pittsburg, are not alarmed. St. Louis, Cincinnati, Milwaukee, St. Paul, Minneapolis, Omaha, and Denver to-day report conditions good. This is equally true of Tacoma, Seattle, and San Francisco, and it is added that the time is past when "a cyclone in Wall-street could mar the financial fabric of their sections."

The closing of the Pittsburg Stock Exchange and the temporary receivership of the Westinghouse Electric Company are due to the fact that the Westinghouse, largely a local concern, needed a great deal of money to conduct an extending business, and it will probably weather through when the market eases up. The Westinghouse Machine Company and the Nernst Lamp Company, manufacturing Companies, are in an absolutely solvent condition. The condition of the Security Investment Company in no way affects the Union Switch and Signal Company or the Westinghouse Air Brake Company. There is a general belief that the action of the Clearing-house committee is wise and that the effect will be beneficial throughout the country. What may develop to-morrow—and where there is so much manipulation unexpected developments are always possible—I do not know, but at the moment the opinion of the entire West is that the New York and Pittsburg troubles are largely local and will be readily brought under control by the great conservative banking interests of the East, aided by the prompt assistance of Mr. Cortelyou. An eminent New York financier has just answered an important offer of assistance as follows:—"It is not necessary; the situation is well in hand." Investment stock buying is reported strong throughout the West, and orders are heavy here.

In the meantime there is assembled in Chicago a large and influential body of men quietly discussing the control of trusts and attempting to find some common ground by which the Government can escape owning the railways and great public service undertakings and at the same time regulate them. The first of these conferences, in 1899, was supposed to have inaugurated efforts to control and compel obedience to the law. Mr. Seth Low, President Murray Butler, President Gompers, Mr. Albert Shaw, Professor Jenks, Professor Taussig, and the jurists engaged in trying trust cases, eminent lawyers representing both sides, together present an array of experts difficult to bring together from all parts of the union for any purpose but this most absorbing of all issues. The discussion started yesterday, and the conclusions will be of unusual interest.

THE CHINA ASSOCIATION.

DR. MORRISON ON CHINESE REFORMS.

The annual dinner of the China Association was held on 5th November, at the Whitehall Rooms, London. Mr. R. S. Gundry, C.B., presided, and among those present were Admiral Sir Cyprian Bridge, the Hon. Sir Eric Barrington, Mr. W. Langley, C.B., Sir Cecil C. Smith, Mr. C. P. Lucas, Major-General Villiers Hatton, Dr. G. E. Morrison, Sir A. Ritcher, Sir F. Clarke, Mr G. Stewart, Sir T. Jackson, Mr C. Lewis, Sir H. Tuson, Sir C. Dudgeon, Mr. R. L Antrobus, C.B., Mr. R. H. Boyce, C.B., Sir H. Turner, Mr. H. A. Gwynne, Mr. W. Keswick, M.P., Sir G. Armstrong, Sir A. Dent, Sir M. C. Turner, Vice-Admiral Sir G. T. Boyes, Mr. D. C. Rutherford, Sir H. S. Mr. G. V. Fiddes, C.B., and Mr. C. Grenville Alabaster, secretary.

The usual loyal toasts having been honoured,

The Chairman, in proposing the toast of "The China Association," said the changes in China since the early days of the association had been amazing. They could not but watch with keen anxiety the travail which was still going on. It was less than ten years ago since they saw a promising reform movement in China end in a violent reaction. There was now a revival movement, endowed apparently with sufficient vigour to defy the prospect of defeat. But the edict abolishing the distinctions between Manchus and Chinese was an admission that there was in the present unrest an anti-Manchu and, therefore, an anti-dynastic element. The crucial question now was whether time would be allowed for the proposed changes to operate. They could not but sympathize with the aspiration of a great empire to place itself on the level to which its traditions, resources, and civilization entitled it. (Cheers.) If at times they seemed to be impatient, it was not because the rulers of China declined to pour new wine into old bottles, but because practical reforms seemed to be neglected in favour of bureaucratic metamorphoses and official transitions. What they wanted in China was good law and good finance. If salvation was to be found in edicts, China would be a very wonderful place. (Laughter.) In view of Sir Robert Hart's approaching retirement, it could not but be matter of concern to every one interested in British trade in China that, in the selection of his successor, regard should be had less to *status* in the Customs service than to personal capacity, and to the respect in which the candidate was held by the foreign legations at Peking. He was glad to be able to announce that, in regard to the railway from Tientsin to the Yangtsze, and that which was projected from Soochow to Hangchow and Ningpo, an agreement had been practically reached (cheers), although variations had had to be made in the original concession to meet the wishes of the Chinese.

The toast having been honoured,

Sir C. Dudgeon, in proposing the toast of "Our Guests," coupled with the name of Sir Cyprian Bridge, referred to the presence in their midst of the representatives of the Foreign and Colonial Offices, for whose ready and sympathetic reception of their representatives they desired to make acknowledgment. He regretted that his friend Mr. Chirol was not able to be present. They welcomed Mr. Chirol's long-continued and long-sustained work in endeavouring to interest the British public in the aspects of the Far Eastern question. (Cheers.) Among other representatives of the Press there to-night was one whom they welcomed most heartily, Dr. Morrison. (Cheers.) Since he had made a meteoric appearance in that hall, primed red-hot, no doubt, with knowledge of the present situation, he hoped they would persuade him to give some general views on the present confused state of things. (Cheers.)

Sir Cyprian Bridge having briefly acknowledged the toast,

Dr. Morrison, who also responded, thanked the association for the encouragement they had given him, and for the friendly approval of his work that on more than one occasion they had expressed at their annual gatherings. Since he had come to this country he had noted a scepticism as to the sincerity of the progressive movement in China which seemed to him uncalled for. He would like to say that with that scepticism he could not find himself in agreement. It was wise to be chary of praise, but our prejudices often led use into injustice. Not long ago an insurrection in the southern part of China was suppressed by a well-known Viceroy with great severity. A native newspaper in Canton hostile to the Viceroy gave vent to its hostility by the publication of a story alleging that on the occasion of the execution of a well-known rebel, the Viceroy, of whose courage there had never been any question, had caused the heart of the rebel to be cut out and had drunk some of his blood. One of the foreign Ministers in Peking, shocked by this story, telegraphed to the foreign official who in geographical distance was stationed nearest to the native city where the alleged barbarity was committed, and asked if he could confirm the story. By return of telegraph he received the reply, "Can confirm." Some time later he himself met that foreign official, and asked him how it was possible that in so short a time he could confirm the story, seeing that in point of distance he was as far removed from the scene of the alleged barbarity as London is from Siberia. He replied, "I never had any hesitation in sending a confirmation, I did not even inquire it was just the sort of thing that the brute would do." (Laughter.) They were too apt to believe these stories. They too readily forgot their experience during 1900, and the gruesome fictions that were then published about the fate of those who were besieged in Peking. At that time he had had the honour of being pictorially represented as being boiled in oil in the same caldron with his Excellency the Russian Minister. (Laughter.) There was much to condemn in China. We who knew how high were the administrative ideals, both in this country and in America, who remembered how unseathed we emerged from those amazing inquiries into the expenditure in connexion with some of our recent wars, naturally condemned administrative methods in China that were not up to our standard. It was natural that we, who were the most superior of all God's people (laughter), whose mission it was to pry into the internal affairs of other less favoured countries, should condemn procedure in China that would never be tolerated here. It was natural, for example, that the system of the purchase of rank in China, still so common in that empire, should be condemned by those nondescript capitalists of alien origin whose entry into their ranks was adding so greatly to the dignity and prestige of our hereditary aristocracy. (Laughter.) Let them think for a moment how unjust they often were. England for the English and exclusion of foreign manufactures; Australia for the Australians; Canada for the Canadians—these were loyal, laudable, and patriotic aspirations. But China for the Chinese, China to build her own railways, China to develop her own mines, China to take an interest in the administration of her own maritime Customs—these were manifestations of an anti-foreign and reactionary spirit! This point of view could not be too severely reprobated. There was much to blame in China, but there was far more to praise, and the substantial progress that was being made in many directions that went for greater national efficiency was, he thought, a point that could not be disputed. The development of the national spirit, or the awakening of a consciousness of nationality; the spread of Western education; the growth in power of the native Press; the stimulation of military ardour and growth in efficiency and economy in the Chinese army; the attempt, imperfect as it naturally was, to bring reforms into many departments of the administration, were all features of modern China full of promise for the future. No feature of modern China was more remarkable than the growth of the native Press. Every city of any importance now had its own newspaper; there were, he believed, more than 200 newspapers in China, and the courage and outspokenness they displayed was worthy of all praise. Their leaders showed a constant increase in political knowledge and insight. They published the Reuter telegrams and other messages from the European agencies, so that thousands and tens of thousands of Chinese could now read every day of the progress and reforms of Europe, of piracy in the Black Sea, of mutiny and riots in the vine districts in France, riots and incendiarism in Antwerp, strike riots in Italy, racial conflicts in Austria, revolution and bombs in Russia, or unmentionable barbarities in high circles in Berlin. (Laughter.) To come nearer home, they read of riots and bloodshed in Belfast, and of the ever increasing difficulty, in restoring order and tranquillity in Ireland. Many of these native papers also published political cartoons, whose ingenuity and invention compared not unfavourably with those political cartoons which had done service at English elections. (Laughter.) A healthy public spirit was being created by these papers, and at least noteworthy was the unanimity with which they all supported the Chinese Government in its attempt to deal with the opium evil. It was as yet too early to dogmatize, but he ventured to express the opinion that what had already been done in endeavouring to give effect to the Imperial decree and in extending throughout the empire the anti-opium movement was both hopeful and encouraging. (Cheers.) Encouraging, too, was the spread of Western education. Schools and colleges were being multiplied all over the empire, and the spread of English in China was quite extraordinary. Thousands and thousands of men were learning English, and correct English, not "pigeon" English. Remarkable, too, was the large number of students who were now going to foreign Universities, in Europe and America. There were 420 Chinese students at the great colleges in America, and the traveller in China constantly met with obscure Chinese officials and merchants who told with pride of the success of their sons at Yale or Harvard. (Cheers.) The Governor of Mukden province had 19 members of his family at foreign Universities, and that example might easily be multiplied. It was because of this movement along Western lines, this attempt of the Chinese to remove that ignorance which had been the source of all her conflicts with the West, that many of them must ask the question whether it was wise and politic of us still to keep the sore rankling in North China, still to retain on Chinese soil in the north the English and the Indian regiments as a perpetual reminder of the sin which China committed seven years ago, but which she claimed she had made a sincere effort to expiate. America long since withdrew her troops from Tientsin, and sustained no diminution in her prestige thereby. Those who lived among the Chinese were reluctant to leave them, and the more they saw of them the more they admired their sterling qualities, and the more charitably they regarded their national idiosyncrasies. Sporadic disturbances might occur in that empire, but nothing could now stay the progress of the people. That progress within the last five years was one of the most surprising and agreeable phenomena of recent history, and by none, he was sure, would that progress be received with greater sympathy and encouragement than by the members of the China Association. (Cheers.)

The toast of "The Chairman" followed.

TWENTY THOUSAND TONS.

THE BATTLESHIPS OF THE FUTURE.

A recent number of the "Pall Mall Gazette" has informed us that Russia proposes in the near future to construct battleships of 25,000 tons, and it is quite possible that such may be the case, as the tendency of the age is all for increase in size both in the Navies and the Mercantile Marines of all maritime Powers. Russia, however, has a brand-new Navy to create, and with the best intentions no modern State can order battleships by the dozen; as even the "Dreadnought" with its modest tonnage of 17,900 tons cost £1,795,000. Reckoning at this rate, of roughly £100 sterling per ton, the Russian battleships would foot up to 2½ millions apiece. What the world has been doing and spending in the matter of its war Navies has recently been computed for us by "Nauticus," the German rival of "Brassey." The first lot of figures comprise the battleships of over 10,000 tons, launched since 1883, and cruisers of over 5,000 tons, up till April 1, 1907. The second lot of figures is a forecast of the situation on April 1, 1911:—

APRIL 1, 1907.

Nations.	Battleships. No.	Battleships. Tonnage.	Cruisers. No.	Cruisers. Tonnage.
England	57	899,683	32	376,758
United States	29	323,207	13	176,519
France	19	226,900	16	158,890
Germany	20	233,638	6	56,780
Japan	11	155,244	10	96,200
Italy	10	130,930	5	35,050

APRIL 1, 1911.

Nations.	Battleships. No.	Battleships. Tonnage.	Cruisers. No.	Cruisers. Tonnage.
England	60	903,769	38	475,841
United States	29	454,328	14	199,950
France	25	351,292	10	200,321
Germany	28	358,400	10	?
Japan	15	236,904	15	177,138
Italy	10	134,503	9	74,382

This second lot of figures cannot but be hypothetical, and possesses, therefore, no special value; but the expenditure given in millions of marks shows the enormous increase that has taken place in the last decade amongst all concerned:—

Nations.	1898. Millions of Marks.	1907. Millions of Marks.	Increase. Millions of Marks.
England	487	641	154
Germany	126	278	152
France	232	250	18
Japan	123	173	50
Russia	145	175	30
United States	270	416	146

All this, however, is a history of past effort; of ships built and millions expended, excepting the forecast of the situation in 1911. As far as this is concerned programmes may be, and probably are, foreshadowed, but although this is the case their modification rests upon so many factors that the most astute of Admiralties cannot say that their plans will not be subject to alteration.

But we are concerned here with those great ships of 20,000 tons, or in the neighbourhood of that attractively round figure, which are built, building, or projected, at the present time. Every one has been interested by the building of the "Dreadnought," the arrival of which ship upon the scene had something in it of the dramatic; so completely did her construction revolutionise all the preconceived ideas of the modern battleship. Till she came, construction of the biggest vessels had got into a groove, and four big guns of the largest calibre mounted in barbettes at bow and stern, accompanied by a secondary armament of smaller guns carried on the broadside, had become the type accepted by all. Three years before the "Dreadnought" was launched the eminent Italian constructor, Colonel Cuniberti, had foreshadowed her arrival in an article entitled "An Ideal British Battleship," published in Jane's "Fighting Ships." The general idea was that a big ship, bigger than all existing types, of very high speed, armed with the most powerful guns only, and with an armoured protection superior to anything else afloat, was a necessity for Great Britain if she was to retain the command of the seas. Whether Colonel Cuniberti's article influenced the powers that be, they alone know; but in the shortest possible space of time the "Dreadnought" was designed, built, and commissioned, and has, it is understood, fulfilled, and more than fulfilled, the expectations of those responsible.

There was, on the part of the Great Maritime Powers, a lull in their shipbuilding programmes: Was this new departure, so significant in all its potentialities, to prove a success, or was the old groove the better one to pursue? There seems to be no doubt in the mind of any of the Admiralties to-day: the ship of 20,000 tons or over has, in our modern slang, "come to stay."

England which made the experiment reaps the benefit in a priceless experience which is, of course, being applied in the construction of further great vessels, destined in due season to replace those battleships of the first importance which now form the pride of our fleet. The "Bellerophon," "Téméraire," & "Superb," which are now building, are to be 18,600 tons, or 700 tons larger than the "Dreadnought," and there are "projected" three other ships, the displacement of which will be about 20,000 tons, and which will possibly be armed with a new weapon, the 13.5 in. gun. Ordnance, of which the biggest type has been stationary for a number of years at 12 in. calibre, now shows a tendency to creep up the scale, as if to fit itself for the honour of being transported about the world in a vessel of 20,000 tons. The "Lord Nelson" and "Agamemnon," now completing, are but 16,600 tons, and are armed with four 12 in. and ten 9.2 in. guns. It will be interesting in future years to look back and see whether these were the final examples of the "four big gun" type, of which the "King Edward VII." class of eight ships forms at present our most modern and powerful fleet.

In noticing the biggest ships, mention must be made of the armoured cruisers "Invincible" and her three sisters of 17,250 tons, carrying eight 12 in. guns, which, when completed, will be larger than any battleship at present in commission.

Next in size and importance to the British Fleet in the present day comes that of the U.S.A., which nation quite of recent years has embarked upon an immense building programme. Her most modern ships are the "New Jersey" class (five ships), dating 1904, 14,948 tons; "Louisiana" (two), 1904, 16,000 tons; "Idaho" (two), 1905, 14,465 tons; "Kansas" (four), 1905, 16,000 tons. All these 13 ships are of the four big gun type. Now, however, the "South Carolina" and "Michigan," are to be of 17,650 tons, carrying eight 12 in. guns, and the "Delaware" and another are to be of 22,075 tons, and to carry ten 12 in. guns. It will be seen that the great spurt in construction in the U.S.A. Navy is of quite recent date, but just anterior to the arrival of the 20,000-tonnes, and that the American constructors in designing and building thirteen ships had resource to four types; the lessons of homogeneity and standardisation have not yet, it would appear, been borne in upon them.

In France, six battleships, the "Danton" class, have just been begun. They are of 18,400 tons each, and are to carry four 12 in. and twelve 9.4 in. guns, thus departing from the new idea of "all big gun" orthodoxy; further, it is proposed that they shall be in commission in four years from the date of commencement, instead of lingering on as have their sisters of the 1900 programme, of which the "Démocratie" and the "Liberté" have only just completed their "essais de recette" at Brest. France has much leeway to make up, as owing to the complete suspension of battleship building in recent years she has but five really modern ships. At the present date, active, effective, and well drilled as is the German Fleet, it possesses no battleships larger than the "Deutschland" and "Braunschwig" classes of five ships each of 13,200 tons; the medium-sized battleship was the one in the immediate past which appealed to the practical German common sense, owing to the fact that it could navigate with ease the coasts of the Fatherland, which are shallow and choked with dangerous sandbanks. But urged on by the "Flottenverein," or German Navy League, of 800,000 members, the Empire has embarked on the "Sachsen" class of four ships which are to be somewhere in the neighbourhood of 19,000 tons, carrying sixteen 11 in. guns. If these ships come into existence the German taxpayer is confronted with "a little bill" of ten millions sterling for the reconstruction of the Kiel Canal to enable them to pass through that artificial waterway; in which not only is there not sufficient water to float them, but the curves are of not sufficient sweep to allow them the manœuvre.

Japan has already built the "Satsuma" of 18,900 tons, and her sister ship, the "Aki;" they are armed with four 12 in. and twelve 10 in. guns; there are further projected two battleships of 20,750 tons to mount twelve 12 in. and ten 6 in. guns. The "Kashima" and "Katori," at present in commission, were built at Elswick and Vickers' respectively, and are 16,400 tons, carrying four 12 in., four 10 in., and twelve 6 in. guns. Our allies are further to the front in the new competition of big ship building than any other foreign nation.

What Russia may do is yet undecided; it may be that she will embark on ships of 25,000 tons, but owing to the cost it would seem unlikely.

Italy makes no more in the direction of abnormally big ships; the Italians are a practical people, who know for what purposes they propose utilise their Fleet, and with the "Regina Elena" of 12,625 tons, which has just completed her trials in a brilliantly successful manner, and her three sister ships, they rest content for the present; in the future, however, a new class of 18,000 tons carrying eight 12 in. guns is projected.

As has been remarked, the tendency in battleship building is always upward. Fresh developments may be expected with the introduction of the 13.5 in. gun, and it would not appear that there was the slightest chance of the lessening of the burden of naval armaments when the "capital ship," for which the nations have now to pay, should in nearly every case approximate to 20,000 tons.—*Pall Mall Gazette.*

BRITISH COLUMBIA AND ORIENTALS.

A correspondent signing himself "Civil Engineer," who resided in Vancouver last winter, writes:—"At a public meeting held in Vancouver in October, 1906, to discuss the Indian immigration question, one of the city aldermen said that these Hindus, as they are called in British Columbia, though most are of other religions, should be left to wander in the streets day and night until they perished of cold and hunger, in order that their experiences might deter others from landing in British Columbia. The worthy who thus expounded the tenets of Christianity towards his fellow-men had probably never known what it was to be hungry and cold or in want of any kind. At another time 90 Indians, on one of the coldest nights of last winter, which was exceptionally severe, even on the Pacific Coast, were forcibly ejected from a house in Vancouver to which they had as much right as any other citizen who had paid his rent. Complaint was made by other residents on no stronger grounds than that they were Indians. Such a proceeding was cruel under any circumstance, but under the prevailing conditions to do so was downright inhuman and contrary to all law, and an infringement of the rights of any man who lands in Canada. The Indians went peaceably, which is a great deal more than any citizen of Vancouver would probably have done under like circumstances, but they must have received somewhat of a shock as to the interpretation of British Colombia. This high-handed action on the part of the authorities would never have succeeded but for the respect for British law which these Indians had learnt in their own country. I could give other instance of the shocking injustice with which these Indians are treated, and which make one feel ashamed to acknowledge that Vancouver and Victoria are in the British Empire, but my letter is already fully long. The persecution—for it is nothing less—of these unfortunate Indians by the civic authorities of Vancouver is simply pandering on the part of the latter to the Labour vote, which, in Canada, is everything."

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.*

Telegraphic Address: PRESS. *Codes: A.B.C., 5th Edition.*

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE HONGKONG MILLING CO., LD. have REMOVED their Offices to KING'S BUILDINGS, 4th Floor.
Hongkong, 3rd December, 1907. 1914

TO-LET—FURNISHED.

A SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road.
Apply to—
F. X. D'ALMADA E CASTRO,
33, Queen's Road Central.
Hongkong, 3rd December, 1907. 1915

TO LET.

"CROWSNEST," Barker Road; Unfurnished or partly Furnished.
Apply to—
C. L. GORHAM,
3, Pedder's Street.
Hongkong, 3rd December, 1907. 1916

TO-DAY.

THE SALE OF WORK in aid of the Organ Fund of Union Church will be opened TO-DAY, the 3rd December, at 2.30 P.M., by Mrs. STOKES at the Volunteer Headquarters and Parade Ground, (kindly lent by Major CHAPMAN and Officers). Admission free until 8.30 P.M.

In addition to the Sale of a large variety of Work, many articles being suitable for Christmas presents, there will be several side attractions, such as Home Golf, Shooting Gallery, Curiosity Shop, etc. Various amusements will be provided for children.

In connection with the Sale there will be a CONCERT at 9 P.M. Admission $1. Doors will be open at 8.30 P.M.

The first part of the programme will consist of vocal and instrumental items. The second part will include three Japanese National Costume Dances by the Misses KOYEN, KOTAKKO and SHIMETA, accompanied by the Misses TOKUHACHI, KOSAN and YAKKO on Samisens, and by Miss YEN on the Tsudzumi.

Naval Bands will be in attendance both afternoon and evening.
Hongkong, 3rd December, 1907. 1917

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship
"HAITAN,"
Captain J. S. Rosch, will be despatched for the above Ports on FRIDAY, the 5th inst., at 10 A.M.
For Freight or Passage apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 3rd December, 1907. 1918

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"ARMAND BEHIC,"
Captain Guionnet, will be despatched for the above Ports on or about MONDAY, the 9th inst.
For Freight or Passage, apply to
J. MILLET,
Agent.
Hongkong, 3rd December, 1907. 2

AGENT WANTED.

BRITISH MANUFACTURERS require a Firm as STOCKING AGENTS for Hongkong and District. Preference for Firm having London references and connections with the Printing and Paper Trades. This Agency in the hands of an active and well connected firm can be made very valuable and profitable.
Write—
BOX 108, [1885
Care of "Hongkong Daily Press" Office.

TROOPS GOING HOME.

THE CHAPLAIN to the Forces would be glad to receive Magazines, Illustrated Papers or Books for the use of the Troops going Home on the "SICILIA." A postcard addressed to him at Headquarter Office will ensure parcels being fetched or they may be sent to Chaplain's Room, Fletcher Street, any morning.
Hongkong, 6th November, 1907. 1779

SWATOW DRAWN-WORK COMPANY.
38, Wellington Street.

MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of
DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.
Hongkong, 19th October, 1907. 1685

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.
Also FOR SALE.
Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.
For Particulars, apply—
GEO. FENWICK & Co., LTD.
Hongkong, 8th June, 1906. [106

NOTICE TO KOWLOON RESIDENTS

EXTRA COPIES of *Daily Press* are on sale daily at the KOWLOON BOOKSTALL, Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road & Mr. AH YAU'S FERRY WHARF STALL.
Hongkong, 22nd December 1903

NOTICES OF FIRMS

NOTICE.

WE have This Day opened a branch of our Firm at Canton.
MEYER & CO.
Hongkong, 2nd December, 1907. 1904

NOTICE.

WE beg to Notify that we have bought the Drapery and Provision businesses hitherto carried on at No. 59 and 61, Hollywood Road, respectively by Mr. DALBASAH and shall continue same at the same addresses under the name of ABDOOLA & SONS, the old Chinese names 三記 and 三興 being retained.

No past undertakings entered into by Mr DALBASAH will be recognised by us unless same be approved and signed by us on or before 15th inst.
O. EL ARCULLI.
A. K. EL ARCULLI.
Hongkong, 2nd December 1907. 1906

INTIMATIONS

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that a Camp will be formed in the Valley running North from the North-Eastern end of Junk Bay to the Southern Slope of Razor Hill from 9th December next until 25th January, 1908, and that Gun Practice will be carried out over the area enclosed by the points—Black Hill, Chin Lan Chu, Kowloon Peak, Tate's Cairn, Buffalo Hill, Pak-Wai (village on Hebe Haven), Hebe Knoll, Razor Hill—from 16th December, 1907, to 25th January, 1908.
F. H. MAY,
Colonial Secretary.
Hongkong, 28th November, 1907. 1899

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that MUSKETRY FIELD FIRING will be carried out as under:—

On MONDAY and TUESDAY, the 2nd and 3rd December:—
From Customs Hill, in a Westerly direction, towards Kauling Peak.
On WEDNESDAY, the 4th December:
From Hebe Hill, in a Westerly direction, towards Kauling Peak.
On THURSDAY, the 5th December:—
From South-West end of the Pass, in a North-Westerly Direction, towards Chin Lan Chu, practice between 9 A.M. and 1 P.M.
On TUESDAY, the 10th, and FRIDAYS, the 13th and 20th December:—
On the Southern Slopes of Beacon Hill, in a North-Westerly direction, practice between 9 A.M. and 2 P.M.

F. H. MAY,
Colonial Secretary.
Hongkong, 28th November, 1907. 1898

MAGISTRACY.

IT IS HEREBY NOTIFIED that a MEETING of HIS MAJESTY'S JUSTICES OF THE PEACE will be held at the MAGISTRACY, at 2.15 P.M., on TUESDAY, the 10th December, 1907, for the purpose of considering the following applications under the Liquor Licences Ordinance, 1898, (Ordinance No. 8 of 1898), viz:—

1 From REBECCA PFEIFER for the transfer to her from one M. STEENBERG of the publican's licence to sell by retail intoxicating liquors on premises numbered 318 and 320, Queen's Road Central, under the sign of "THE INTERNATIONAL HOTEL."
2 From THOMAS BERNARD MAGUIRE for a publican's licence to sell by retail intoxicating liquors on premises numbered 2, Pak Shui Wan, Shaukiwan Road, under the sign of "THE BELLE VIEW HOTEL."

F. A. HAZELAND,
Police Magistrate.
Hongkong, 28th November, 1907. 1888

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.1, A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length...	722 feet.
Length on Blocks	714 "
Width of Entrance on Top ...	96½ "
Width of Entrance on Bottom...	88½ "
Water on Blocks at Spring Tide	34½

DOCK No. 1.

Extreme Length...	523 feet
Length on Blocks	513 "
Width of Entrance on Top ...	88 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	6½ "

DOCK No. 2.

Extreme Length...	571 feet
Length on Blocks	35[illegible]
Width of Entrance on Top ...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP.
Suitable for vessels up to 1,000

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P. specially built for SALVAGE PURPOSES equipped with necessary gear. always, read Short Notice. 789

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
TO-DAY (TUESDAY),
AND
TO-MORROW (WEDNESDAY),
the 3rd and 4th December, 1907, at 10 A.M., each day, at H.M. NAVAL YARD,
SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES,
Comprising:—
OLD AND SURPLUS NAVAL STORES:—CHAIN CABLE, WOOD BLOCKS, IRON and STEEL BOLTS, HOSES, TOOLS, OLD IRON and METAL, ELECTRIC CABLE, MATS and MATTINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD INDIA RUBBER, OLD BOATS, FURNITURE, CARPET, OLD CANVAS, CUTTINGS, &c., &c.
OLD & SURPLUS VICTUALLING STORES:—BEDDING, SEAMEN'S CLOTHING, MESS TRAP, COOPERAGE MATERIALS, a large quantity of BISCUITS, &c., &c.
Catalogues will be issued.
TERMS OF SALE:—As Customary.
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 15th November, 1907. 1835

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction
On FRIDAY,
the 6th December, 1907, at 12 o'clock (NOON), at No. 155, Praya East,—
(FOR ACCOUNT OF THE CONCERNED),
8,945 BAGS WHEAT,
More or less Sea-damaged ex ss. "BARKSTON."
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 2nd December, 1907. 1908

PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 9th day of December, 1907, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor of One Lot of Crown Land at Lai Chi Kok, New Kowloon, in the New Territories of Hongkong, for a term of 75 years, from 5th April, 1904, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years, if competent for the Government so to make it.
1909

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality	Boundary Measurements	Contents in Square feet	Annual Rent	Upset Price.
1	New Kowloon Inland Lot No. 34	Lai Chi Kok, adjoining New Kowloon Marine Lot No. 2	As per sale plan.	* (about) 100,000	$ 860	$ 10,000

PUBLIC AUCTION

BY ORDER OF H.M. WAR OFFICE.

THE FOLLOWING
VERY VALUABLE LEASEHOLD PROPERTY,
Known as INLAND LOT NUMBER 427 (SPRING GARDENS) containing an area of about 42,233 square feet and having a frontage on Queen's Road East of 228 feet, situate at Queen's Road East, Hongkong, will be Sold by
PUBLIC AUCTION
On WEDNESDAY,
the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by
Messrs. HUGHES & HOUGH,
Auctioneers,
at their Auction Rooms, in Des Vœux Road, Central.

The Property consists of:

All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto belonging, held under the Crown Lease thereof dated the 7th day of April, 1856, for the term of 999 years from the 29th day of July, 1855, at the annual Crown Rent of £150 Sterling ($720), subject to the covenants and conditions contained in the lease.

For further particulars apply to
The AUCTIONEERS,
or to
DENNYS & BOWLEY,
Solicitors for the Vendors,
Hongkong, 21st November, 1907. 1854

FOR SALE

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shaukiwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, $238.00 per annum.

For further particulars, apply to
GOLDRING & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September 1907. 1494

JUST RECEIVED
A FINE ASSORTMENT OF
CHRISTMAS & NEW YEAR CARDS.

HALF-MASKS,
ART RELIEF NOVELTIES,
MECHANICAL ANIMALS.

POSTCARD, BIRTHDAY and STAMP ALBUMS, POSTCARD PAINTING BOOKS.

USED POSTAGE STAMPS in Bags, Packets, Se's &c., Suitable for Christmas Presents at prices to suit any buyer. Inspection solicited.
GRACA & CO.,
1591 Hongkong Hotel Corridor.

ENTERTAINMENT

COMING! COMING!

THEATRE ROYAL,
HONGKONG.

FOR SIX NIGHTS ONLY.
OPEN 12TH DECEMBER, 1907.

THE BANDMANN COMEDY CO.
22 LONDON ARTISTES 22
will present the following Latest London Successes for the first time in Hongkong.

THURSDAY, December 12th:
ALFRED SUTRO'S BRILLIANT COMEDY,
THE WALLS OF JERICHO,
Which ran for over two years at the Garrick Theatre, London, (by Special Arrangement with Mr. ARTHUR BOUCHIER).

FRIDAY, December 13th:
A MESSAGE FROM MARS,
By R. GANTHONY,
By Special Arrangement with Mr. CHARLES HAWTREY of the Avenue and Comedy Theatres, London.

SATURDAY, December 14th:
SHERLOCK HOLMES,
Sir A. CONAN DOYLE'S Masterpiece,
By Special Arrangement with Mr. CHARLES FROHMAN of the Lyceum Theatre, London.

MONDAY, December 16th:
JOHN GLAYDE'S HONOUR,
ALFRED SUTRO'S Latest Successful Play From the St James's Theatre, London (By Special Arrangement with, Mr. G. ALEXANDER.)

TUESDAY, December 17th:
MR. W. JACON'S Beautiful Comedy,
BEAUTY AND THE BARGE,
The Great Haymarket Theatre Success, (by Special Arrangement with Mr. CYRIL MAUDE.)

WEDNESDAY, December 18th:
FAREWELL PERFORMANCE,
THE EARL OF PAWTUCKET,
The present success of New York and London, now crowding the Play House, London, (by Special Arrangement with Mr. CYRIL MAUDE)

Price of Admission: $1, $2, and $1.
Plan at MESSRS. MOUTRIE & CO.
FULL ORCHESTRA.
Doors Open 8.30 P.M. Commencing 9 P.M.
Hongkong, 28th November, 1907. 1890

BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE
AT
"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate
Apply to—Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road
(late of "Tang Yuen.")
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT,"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

INSURANCES

AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. 29

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS AT 31ST DECEMBER, 1905 £17,897,119.

I.	AUTHORISED CAPITAL....	£3,000,000
	SUBSCRIBED CAPITAL....	2,750,000
	PAID-UP CAPITAL.....	687,500 0 0
II.	FIRE FUNDS.....	3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 27th April, 1907. 1146

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.
WM. PARLANE, Manager.
Hongkong, 18th November, 1901 47

FOR EUROPE & AFRICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPORTS.
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
with which is incorporated
THE CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, $12 per annum
Postage $2 to any part of the World

BANKS

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £800,000
Shortly to be increased to £1,200,000
RESERVE FUND £1,075,000
Shortly to be increased to £1,475,000
RESERVE LIABILITY OF PROPRIETORS £800,000

INTEREST allowed on Current Account at the rate of 2 per cent. per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent
for 6 " 3½ "
for 3 " 2½ "
JOHN ARMSTRONG,
Manager.
Hongkong, 16th May, 1907. 115

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID UP	562,500
RESERVE FUND	170,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the Daily balance.
ON FIXED DEPOSITS:
For 12 months ... ... 4 per cent.
For 6 " ... ... 3½ per cent.
For 3 " ... ... 2½ per cent.
EVAN ORMISTON,
Manager.
Hongkong, 30th April, 1907. 24

THE
YOKOHAMA SPECIE BANK
LIMITED.

CAPITAL PAID-UP ..... Yen 24,000,000
RESERVE FUNDS ..... " 15,500,000
BRANCHES AND AGENCIES.

Tokyo	Kobe	Osaka
Nagasaki	London	Lyons
New York	San Francisco	Honolulu
Bombay	Shanghai	Hankow
Chefoo	Tientsin	Peking
Newchwang	Dalny	Port Arthur
Antung	Liaoyang	Mukden
Tieling	Chang Chun	

HEAD OFFICE—YOKOHAMA.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "
TAKEO TAKAMICHI,
Manager.
Hongkong, 25th September, 1907. 560

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.
(NETHERLANDS TRADING SOCIETY).
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£3,750,000)
RESERVE FUND ... FL. 5,378,375 (£448,000)

HEAD-OFFICE: AMSTERDAM.
HEAD-AGENCY BATAVIA.
Branches:—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pasoerocan, Tjilatjap, Padang, Medan (Deli), Palembang, Kota-Radja, (Acheen) Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.
LONDON BANKERS:—
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.
INTEREST ALLOWED.
On Current Accounts 2% per annum on daily balances.
On Fixed Deposits 12 months 4½% per annum.
" do. 6 do. 4% do.
" do. 3 do. 3½% do.
J. L. VAN HOUTEN, Agent.
Hongkong, 18th November, 1907. 26

DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP...8h. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS, BERLIN

BRANCHES:
Berlin, Hamburg, Calcutta, Hankow Tientsin, Peking, Tsinanfu, Tsingtau, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:—
KONNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.
DIRECTION DER DISCONTO-GESELLSCHAFT
DEUTSCHE BANK
S. BLEICHROEDER
BERLINER HANDELS-GESELLSCHAFT
BANK FUER HANDEL UND INDUSTRIE
ROBERT WARSCHAUER & Co.
MENDELSSOHN & Co.
} Berlin.
M. A. VON ROTHSCHILD & SOHNE
JACOB S. H. STEIN
} Frankfurt a/M.
NORDDEUTSCHE BANK IN HAMBURG, Hamburg
SAL. OPPENHEIM, JR., & Co., Koeln.
BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SON:
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
F. JUNG,
Manager.
Hongkong, 7th January, 1907. 25

BANKS

NEDERLANDSCH-INDISCHE HANDELSBANK
(NETHERLANDS INDIA COMMERCIAL BANK
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)
Subscribed Capital Fl. 10,000,000 (Paid up)
Reserve Fund Fl. 2,112,570.36 (£176,048)

HEAD OFFICE: AMSTERDAM.
SUB-OFFICE: THE HAGUE.
HEAD AGENCY: BATAVIA.
BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Bandoeng and Weltevreden.
CORRESPONDENTS at: Cheribon, Tegal, Pecalongan, Macassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi Djeddah, Bangkok, Saigon, Shanghai.

BANKERS:
London: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.
Paris: COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
Berlin: DEUTSCHE BANK.
Brussels: BANQUE DE PARIS ET DES PAYS BAS.
Vienna: UNION BANK.
Rome: BANCA COMMERCIALE ITALIANA.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.
INTEREST ALLOWED.
On Current Account at the Rate of 2% per annum on the Daily Balances.
On Fixed Despoit: 12 months 4% per annum.
do. 6 do. 3½% do.
do. 3 do. 3% do.
J. BOETJE Manager.
27] No. 16, Des Vœux Road Central

THE BANK OF TAIWAN LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER

CAPITAL SUBSCRIBED .....Yen 5,000,000
CAPITAL PAID-UP ..... " 3,750,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES:

Amoy	Kobe	Tainan
Anping	Nagasaki	Taimsui
Foochow	Osaka	Tokio
Keelung	Shanghai	Yokohama
Swatow		

HONGKONG OFFICE:
3, DES VŒUX ROAD.
Interest allowed on Current Account Deposits received on terms which may be on application.
D. TOHDOW, Manager.
Hongkong, 5th April, 1907. 1750

INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China, the Philippine Islands, and the Republic of Panama.
CAPITAL PAID UP ... ... Gold $3,250,000,
= about Mex. $5,900,000
RESERVE FUND ... ... Gold $3,250,000,
= about Mex. $5,900,000
HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: Threadneedle House, E.C.
Branches and Agents all over the World
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The Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 4 " "
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No. 9, Queen's Road, Central, Hongkong.
W. M. ANDERSN,
Manager.
Hongkong 24th July, 1907. 699

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUNDS:—
STERLING
£1,000,000 at 2/:=$10,000,000
SILVER 11,750,000
$750,000
RESERVE LIABILITY OF PROP'TORS ,000,000

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HONGKONG—INTEREST ALLOWED.
On Current Account at the rate Two per cent. per Annum on the daily balance.
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For 12 months, 4 per cent. Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 17th August, 1907 21

HONGKONG SAVINGBANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is fixed at 3½ Per Cent. per annum.
Depositors may transfer their option balances $100 or more to the HONGKONG AND SHANGHAI BANK to be placed FIXED DEPOSIT at 4 Per Cent. per annum.
For the HONGKONG & SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907 22

TO LET

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 1690

TO LET.

NOS. 2 and 5 Observatory Villas. Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Possession 1st November, 1907.

Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 5th October, 1907. 1620

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number beside kitchen, pantry, bathroom, servants quarters etc. Very moderate rent. Immediate possession. Apply to
YEE SANG FAT & CO,
Same Address.
Hongkong, 7th October, 1907. 1627

TO LET.

NO. 4, QUEEN'S GARDENS—7 Rooms and 4 Bathrooms, lately colourwashed, painted and repaired throughout. Electric Light.

Apply to H.,
Care of DENISON, RAM & GIBBS.
Hongkong, 5th November, 1907. 1769

TO LET.

FIRST Class European Houses, Lochiel Terrace and Humphreys Avenue Kowloon.

Apply to—
HEWAN & CO.,
Care of China Merchants S. N. Co.
Hongkong, 1s October, 1907. 1590

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon Cheap Rental.

Apply to—
SPANISH PROCURATION.
Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. [800

TO LET.

OFFICES on Top Floor No. 2, Connaught Road, facing the Cricket Ground.

"HATHERLEIGH," Conduit Road.

A HOUSE in CLIFTON GARDENS, Conduit Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS and No. 16B, Des Vœux Road next to the HONGKONG HOTEL.

FLATS in MORSTON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st December, 1907. 1792

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. [97

TO LET
IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.

Apply to— CHATER & MODY,
Victoria Buildings.
Hongkong, 20th June, 1907. 1089

TO LET.

NEW and COMMODIOUS SHOP in Des Vœux Road Central, moderate rental.

FLATS in Des Vœux Road Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 2, GRANVILLE AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.
Hongkong, 27th November, 1907. 1155

TO LET.

NO. 59, CAINE ROAD.

Nos. 27 and 31, SEYMOUR ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 27th November, 1907. [103

TO LET.

A HOUSE in KNUTSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 1st December, 1907. [92

TO LET.

"STILLINGFLETE" Peak Road. SIX-ROOMED HOUSE with Fine View of Harbour.

"HARPERVILLE" Garden Road. SIX-ROOMED HOUSE fitted with Electric Light and full use of Tennis Court.

Apply to—
PERCY SMITH & SETH,
Accountants & Auditors, &c.,
5, Queen's Road Central.
Hongkong, 28th November, 1907. 1839

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zetland Street.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vœux Road.
Hongkong, 9th October, 1907. 94

TO LET

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 26 Rooms.

OFFICES on the Third Floor of "THE MANSIONS" 3 ROOMS Corner over Messrs Kruse & Co. Fine position. Cheap rental.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldbeck MacGregor).

OFFICES in Queen's Road Central.

BELILIOS TERRACE HOUSES, ROBINSON ROAD.

BISHOP'S LODGE SOUTH (PEAK) Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (PEAK) Furnished. For 4 or 5 months from 1st December, 1907.

No. 1, ALBANY.

No. 6, DES VŒUX VILLAS (PEAK).

No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House)

No. 57, PRAYA GRANDE, Macao.

Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 26th November. 1907. [102

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to— E. D. SASSOON & CO.,
Compradore Department
Hongkong, 22nd August, 1907. 1382.

TO LET.
IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

GROUND FLOOR of No. 4, Des Vœux Road including a Strong Room and servants' quarter.

The Top Floor of No. 2, Wyndham Street lately vacated by the Hotel Baltimore, suitable for a Club or Boarding House.

First Floor of No. 6, Queen's Road, Central, comprising Six Large Rooms and Outhouses suitable for business Premises or Dwellings, now occupied by FERD. BORNEMANN & CO.

Apply to—
DAVID SASSOON & Co. LTD.
Hongkong, 3rd December, 1907. 1633

TO LET.

"LEWKNOR" No. 116, PEAK, Furnished, for 18 months from the middle of March, 1908.

Apply to— M. W. SLADE,
Prince's Buildings.
Hongkong, 22nd November, 1907. 1859

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers. Pig Iron and Foundry. Coke Importers. General Storekeepers and Commission Agents,
35 & 37, Hing Loong Street,
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Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.
Good Panorama Views of Hongkong, recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned, Repaired, Overhauled. Charges moderate. (late of the Hongkong Typewriting Bureau) 12, Queen's Road Central (First-floor).

SHANGHAI GENERAL CHAMBER OF COMMERCE.

Minutes of the Committee Meeting held at Shanghai on November 18:

Present.—Messrs. W. D. Little (Chairman), H. E. Campbell, JAS. N. Jameson, D. Landale, C. Michelsen, E. B. Skottowe, J. Stern, O. Struckmeyer, A. Wright and the Secretary.

DISTRIBUTION OF GOODS BY RAIL.—Letter from the Secretary of the Shanghai-Nanking Railway, stating that the Board of Commissioners are willing to grant the request of the Committee, on the understanding that the cost of any extra clerical assistance will be defrayed by the Chamber, is read. The Secretary states that he has interviewed Mr. A. W. U. Pope, the Traffic Manager, who stated that his Department would undertake the collecting of statistics and submit same to the Chamber half-yearly. He further stated that there would be no charge at present, but if the work increased to any extent, representations could be made and an understanding arrived at to defray the cost as pointed out in the Railway Secretary's letter.

QUARANTINE RESTRICTIONS.—Letters to and from the Japanese Consul and the Hongkong Chamber are read and ordered for publication.

LEASE OF PREMISES.—It is noted that a lease of five years has been arranged for the Chamber's rooms, expiring on October 31, 1912.

ARBITRATIONS AND SURVEYS.—It is decided that, commencing from January 1, 1908, in all cases, as far as practicable, when the Chamber is asked to arbitrate upon, or survey, cargo same is to be brought to the Chamber's room to be opened and inspected by the gentlemen appointed to act. The office fee for arbitrations or surveys so conducted will be increased to Tls. 5 for members and Tls. 10 for non members.

CONSERVANCY OF THE HUANGPU.—Letter from the Deutsche Vereinigung enclosing copy of a Memorandum from the German shipping firms, relating to the Conservancy schems, addressed to the Imperial German Consulate-General and asking for the support of the Chamber, is discussed. The Committee, as a whole, does not support the Memorandum, and it deprecates sending to the Conservancy Board any communication which might prove to be an unjust criticism of Mr. de Rijke's judgement. The majority, however, support the idea that in view of the anxiety which evidently exists in the minds of some, Mr. de Rijke be asked to state, if in his opinion, the present condition of the river is such as to justify any alteration in his outlined scheme, and a letter to this effect is ordered to be sent to the Senior Consul.

After the transaction of some further business the meeting adjourns.

The following correspondence is ordered for publication:—

Shanghai, August 12th, 1907.

DISTRIBUTION OF GOODS BY RAIL.

Dear Sir,—Reverting to the conversation the writer had with you on this subject some weeks back, we addressed the Statistical Secretary of the I. M. Customs on the subject and gather from his reply no assistance can be expected from his department in the matter of collecting statistics of imports moving thus into the interior.

We then addressed the Railway Company on the subject, but, while not receiving any official reply, we learn, verbally, that the matter has received the attention of the Commissioners, who, however, are not disposed to act unless they are approached by the Chamber. They are fully alive to the importance of something being done, and from what we could gather would answer favourably any proposition the Chamber might make.

Yours faithfully,
NOEL, MURRAY & Co., Ltd.
Geo. W. Noel,
Managing Director.

The Secretary,
Shanghai Chamber of Commerce.

Shanghai General Chamber of Commerce,
Shanghai, August 21, 1907.

DISTRIBUTION OF GOODS BY RAIL.

Dear Sir,—As the export of goods from Shanghai by rail will be in ever increasing quantities, I am directed by my Committee to inquire if the Board of Commissioners will consider the question of having statistics kept of piece-goods forwarded by this means.

It is impossible without your help to keep statistics of re-exported cargo, and my Committee would suggest that merchants be asked to declare the number of pieces, under the classification upon which they were declared on importation to the I. M. Customs, to the Railway Authorities.

I am, Dear Sir,
Yours faithfully,
L. E. CANNING,
Secretary.

The Secretary,
Shanghai-Nanking Railway.

Secretary's Office,
Shanghai, September 12, 1907.

SHANGHAI-NANKING RAILWAY.

Dear Sir,—With reference to your letter No. 1827 dated August 21, 1907, I am directed to advise you that the Board of Commissioners are willing to grant your request, on the understanding, however, that the cost of any extra clerical assistance required will be defrayed by your Committee.

2.—I beg to inquire whether the Chamber of Commerce are willing to accept this condition? If so, kindly advise me, and also put yourself into communication with the Traffic Manager on the subject of the various classifications of piece-goods for which you require statistics.

Yours faithfully,
H. MIDDLETON
Acting Secretary.

The Secretary,
Shanghai Chamber of Commerce.

QUARANTINE.

We omit several letters relating to the quarantining of Shanghai. One addressed to the Japanese Consul, for his Government's consideration, showed that on October 8th, cholera had been stamped out. He was asked to wire for removal of restrictions. These were discontinued by Japan on October 22nd.

Another letter was from the Hongkong Chamber, dated September 27th. It said:—I have to acknowledge receipt of your letter of the 6th instant protesting against the imposition of quarantine against Shanghai by the Hongkong Government on the ground that cholera is reported to be prevalent at your port.

The Committee of this Chamber was glad to receive your letter as it supported a protest already made by the Chairman against this quarantine being imposed and have forwarded a copy of your letter to the Hongkong Government. (Signed: Edbert A. Hewett, Chairman.)

On October 10th, the Shanghai secretary wrote Mr. Hewett asking for a further protest, as the disease was quite stamped out, and the Hongkong Government at once removed their restrictions.

RELATIONS OF ENGLAND AND GERMANY.

"ROOM FOR BOTH IN THE WORLD."

"The Problems of World Politics" is the subject of a treatise in the current number of the *Internationale Wochenschrift für Wissenschaft, Kunst und Technik*, by Dr. Friedrich Paulsen, Professor of Philosophy at Berlin University.

The political situation at the present time is, he says, characterised by two features. The first of these is that the German and British Empires are now playing the rôles of protagonists in the theatre of European politics. It cannot be denied, he states, this results in a certain tension between them, for protagonists are, by the nature of things, to a certain extent also antagonists. The second feature is the enlargement of the stage of the world politics owing to the United States and Japan having secured for themselves places in the foremost rank of Great Powers.

The great resulting problems for the future are, first, will Europe lose the position among the Continents that she has held for four centuries, and is the time approaching when her predominant position in the world will be taken by a union or by the "Yellow" race organised and led by Japan? Secondly, will the tension between England and Germany remain within the limits of peaceable rivalry, or will England, like France in 1870, consider that she cannot tolerate the rise of a rival Power, and resolve to arrest its progress by force of arms?

"We cannot solve these problems," says Professor Paulsen, "as they belong to the future, but we can give expression to the hopes that we cherish." He then writes: "That the German people wish to live in peace and to devote themselves to great civilising tasks is beyond all question. They do not demand what other nations must give, and their love of peace cannot honourably be doubted. Fantastic ideas of the policy of extending into Austria-Hungary, German Switzerland, and possibly over the Netherlands, and Denmark, may haunt the brains of certain excitable persons, but they are not taken seriously anywhere in Germany. It is only numerous journalistic enemies of Germany, mostly of Eastern origin, who profess to take them seriously and endeavour to arouse mistrust and animosity by industriously working the English and French Press. As a matter of fact, German policy has never moved a step in this direction, and has even taken the utmost precaution not to convey the impression that it will ever follow Napoleonic paths.

"It may be hoped, and believed that the English people, whose politics have long been distinguished for discretion and far-sightedness, will become convinced of the German people's desire for peace, notwithstanding the efforts of International journalists, and will furthermore recognise with increasing clearness that the rise of Germany may here and there incommode their trade and commercial interests but will in no sense imperil their position in the world. There is room for both in the world, and it is my firm conviction that the defeat of one would be no gain to the other. A war between these two nations would be suicidal madness. Should Germany, contrary to expectation, overthrow the English Power she would not inherit England's position in the world; she would not take England's place in India or in Africa. The result would simply be a weakening of the position of all Europe in favour of extra European Powers, among which Russia may be reckoned.

"Similar consequences would ensue if England, perhaps in combination with France, succeeded in thwarting German development. As the German people could not be exterminated German policy would in that case have to be directed, at any cost, with any ally, towards accomplishing the downfall of England, who had abused her naval strength to shackle other peoples."

In the writer's opinion the paramount duty of Europe is to take measures for the maintenance of her position in the world, and with this aim efforts should be made by the several nations to adapt themselves to the new situation, to place domestic strife in the background, to consider what the European peoples have in common, and to endeavour energetically and without prejudice to settle their own differences and rivalries.

It may be argued that Professor Paulsen, who is an eminent authority on the subject of education, is no politician; but he has shown in his writings that he is thoroughly acquainted with the trend of the times in which he lives.

LATEST STEAMER MOVEMENTS.

The C.N.Co.'s str. *Szechuen* left Chefoo on 29th ult., and is due here to-day.

The C.N.Co.'s str. *Yochow* left Shanghai on 1st inst., and is due here to morrow.

The C.P.R. str. *Mongteagle* arrived Vancouver at 1 30 p.m. on Sunday, the 1st inst.

The M.M. str. *Armand Behic* with the next French Mail, left Singapore on 2nd inst. at 8 a.m. for this port via Saigon.

The P. & O. str. *Nile* left Singapore for this port on the 30th ultimo at 5 p.m.

The German str. *Borneo* left Sandakan on Saturday, the 30th ult. p.m., and may be expected here on or about Friday, the 6th inst.

SHIPPING.

ARRIVALS.

ALCINOUS, British str., 4,278, G. K. Perkinson, 2nd December—Shanghai 29th November, General.—Butterfield & Swire.

AMIGO, German str., 822, T. N. Baltzer, 2nd December — Haiphong 28th and Hoihow 30th November, General—Jebsen & Co.

CHANGSHA, British str., 1,463, G. W. Eidy, 2nd Dec.—Sydney 7th Nov., General—Butterfield & Swire.

DOTT, Norwegian str., 629, J. Donming, 2nd Dec.—Bangkok 21st November, General—Wallum & Co.

KWONGSANG, British str., 1,428, W. Palmer Baker, 2nd December—Shanghai 26th, via Swatow 1st December, General—Jardine, Matheson & Co.

MEEFOO, Chinese str., 1,339, John McArthur, 2nd December—Shanghai 29th November, General—Chinese.

NAMSANG, British str., 2,591, P. M. B. Lake, 2nd Dec.—Yokohama 29th Nov., General—Jardine, Matheson & Co.

QUINTA, German str., 987, T. Frahm, 1st Dec.—Lunthat 20th November, Kerosin Oil—Siemssen & Co.

SOPERNIK, Russian str., 2,243, Melville, 2nd Dec.—St. Petersburg, General—Melchers & Co.

TITAN, British str., 5,720, R. Day, 1st Dec.—Tacoma, Flour—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
2nd December.

Alcinous, British str., for Singapore.
Hailan, French str., for Hoihow.
Quinta, German str., for Swatow.

DEPARTURES.

2nd December.

HAIHOW, British str., for Canton.
KUTSANG, British str., for Singapore.
KWANGSANG, British str., for Canton.
KWANGSE, British str., for Canton.
MEEFOO, Chinese str., for Canton.
PROMETHEUS, Norwegian str., for Swatow.

SHIPPING REPORTS.

The British str. *Meefoo* reports: Had N. E. monsoon throughout.

VESSELS IN DOCK.

December 2nd.

ABERDEEN DOCKS.—*Progress.*
KOWLOON DOCKS—*Neil Mcleod, Germania, H.M.S. Whiting, Triumph, Empress of China, Woolwich, Kiev, M. S. Dollar, Vorwaerts, Aki Maru, Chowtai, Tsingtau.*
COSMOPOLITAN DOCKS.—*Erskesoni.*

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Capt. A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 3rd Dec., at 11 A.M.

For Freight or Passage, apply to
DOUGLAS, LAPRAIK & Co.,
General Managers.

Hongkong, 30th November, 1907. 1901

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports TO-DAY, the 3rd Dec., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LTD.,
Agents.

Hongkong, November 28th, 1907. 1877

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"POLYNESIEN"

Captain Broc, will be despatched for MARSEILLES, on TUESDAY, the 10th December, at 1 P.M.

The St amer connects at Colombo with one of the Co's Australian s.s. "Ville de la Ciotat" bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. "TOURANE" ... ... 24th Dec.
S.S. "ARMAND BEHIE" ... 7th Jan., 08
S.S. "SALAZIE" ... . 21st Jan., 08

J. MILLET
Agent.

Hongkong, 2nd December, 1907. 2

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's Mails, will be despatched from this for Bombay &c. on SATURDAY, the 14th December at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "MOLDAVIA," 9,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PERSIA," due in London on 25th January, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 2nd December, 1907. 1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NOKE	Brit. str.	—	G. Philipps	P. & O. S. N. Co.	About 5th inst.
LONDON &c., VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 14th inst., at Noon.
MARSEILLES, HAVRE GOTHENBURG &c.	CANTON	Swed. str.	—		MELCHERS & Co.	On 9th inst.
MARSEILLES, &c., VIA PORTS OF CALL	POLYNESIEN	Fren.str.	—	Broc	MESSAGERIES MARITIMES	On 10th inst., at 1 P.M.
~~HAVRE & HAMBURG VIA STRAITS, &c.~~	SEGOVIA	Ger. str.	2 k. w.	Sachs	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	C. FERD. LAEISZ	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 24th January.
NAPLES, GENOA, ALGIERS GIBRALTAR &c.	PRINZESS ALICE	Ger. str.	—	G. Roth	MELCHERS & Co.	To-morrow, at Noon.
NAPLES, GENOA, ALGIERS, GIBRATAR &c.	SACHSEN	Ger. str.	—	Woltemas	MELCHERS & Co.	About 25th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SILESIA	Ger. str.	k. w.	Dahle	HAMBURG-AMERIKA LINIE	On 11th inst.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	On 9th January.
NAPLES, HAVRE & HAMBURG VIA STRAITS, &c.	HABSBURG	Ger. str.	k. w.	Filler	MELCHERS & Co.	On 30th January.
TRIESTE, &c., VIA SINGAPORE, &c.	E. F. FERDINAND	Aus. str.	—	Matcovich	SANDER, WIELER & Co.	About 26th inst.
CONSTANTINOPLE, ODESSA & BLACK SEA PORTS	KIEV	Rus. str.	—		MELCHERS & Co.	Quick despatch.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Am. str.	—		SHEWAN TOMES & Co.	On 6th inst., at D'light
NEW YORK VIA PORTS & SUEZ CANAL	SCHUYLKILL	Brit. str.	—	Anderson	STANDARD OIL Co.	About 14th inst.
NEW YORK	ALBENGA	Ger. str.	—	Petersen	CARLOWITZ & Co.	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPRESS OF CHINA	Brit. str.	2 m.		CANADIAN PACIFIC R. Co.	On 19th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTEAGLE	Brit. str.	1 m.		CANADIAN PACIFIC R. Co.	On 28th Jan., at Noon.
VICTORIA (B.C.) & TACOMA VIA JAPAN	TREMONT	Am. str.	—	T. W. Garlick	DODWELL & Co., LTD.	On 10th inst.
CALLAO AND IQUIQUE, VIA JAPAN PORTS, &c.	KATHERINE PARK	Brit. str.	—		TOYO KISEN KAISHA	Middle of December.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Eidy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str.	—	D. Lenz	MELCHERS & Co.	On 6th inst., at 5 P.M.
JAPAN	TJIBINI	Dut. str.	—	H. Koops	JAVA-CHINA-JAPAN LIJN	Quick despatch.
SHANGHAI, MOJI, KOBE & YOKOHAMA	PESHAWUR	Brit. str.	—	C. F. Lockstone	P. & O. S. N. Co.	About 5th inst.
SHANGHAI, KOBE & YOKOHAMA	SCANDIA	Ger. str.	k. w.	v. Döhren	HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI, KOBE & YOKOHAMA	DORTMUND	Ger. str.	k. w.		HAMBURG-AMERIKA LINIE	To-day.
SHANGHAI	KWONGSANG	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., LD.	To-morrow, at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCK	Ger. str.	—	J. Randermann	MELCHERS & Co.	About 4th inst.
SHANGHAI (DIRECT)	SHAOHSING	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	On 5th inst., at 4 P.M.
SHANGHAI	SUISANG	Brit. str.	—	W. D. Welsh	JARDINE, MATHESON & Co., LD.	On 6th inst., at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NILE	Brit. str.	—	E. P. Martin	P. & O. S. N. Co.	About 8th inst.
SHANGHAI, KOBE & YOKOHAMA	ARMAND BEHIC	Fren.str.	—	Guionnet	MESSAGERIES MARITIMES	About 9th inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHOSHU MARU	Jap. str.	—	M. Nemoto	OSAKA SHOSEN KAISHA	About 13th inst.
SHANGHAI	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	Middle of December.
SHANGHAI, YOKOHAMA, & KOBE	SIAM	Dan. str.	—		MELCHERS & Co.	On 8th inst., at 9 A.M.
TAMSUI VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 11th inst., at D'light
TAKAO VIA SWATOW, AMOY & ANPING	FUKUSHU MARU	Jap. str.	—	T. Ito	OSAKA SHOSEN KAISHA	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 5th inst., at 10 A.M.
SWATOW, AMOY & FOOCHOW	HAITAN	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAPRAIK & Co.	On 5th inst., at 4 P.M.
SWATOW AMOY & SHANGHAI	HOIHOW	Brit. str.	1 m.	W. P. Brymer	BUTTERFIELD & SWIRE	On 9th inst., at 4 P.M.
SWATOW & SHANGHAI	KASHING	Brit. str.	1 m.	T. W. Pickard	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SWATOW & SHANGHAI	YOCHOW	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 14th inst., at 4 P.M.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA	TEAN	Brit. str.	1 m.	A. Sommerville	BUTTERFIELD & SWIRE	On 6th inst., at 4 P.M.
MANILA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., LD.	On 7th inst
MANILA	RUBI	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 13th inst., at 4 P.M.
MANILA	YUENSANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & Co., LD.	On 14th inst.
MANILA	ZAFIRO	Brit. str.	—	R. Rodger	SHEWAN, TOMES & Co.	On 14th inst., at 4 P.M.
CEBU & ILOILO	KAIFONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	Middle of December.
KUDAT & SANDAKAN	BORNEO	Ger. str.	—	F. Sembill	MELCHERS & Co.	To-day, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	W. D. A. Thomas	DAVID SASSON & Co., LTD.	On 7th inst., at 3 P.M.
SINGAPORE, SAMARANG & SOURABAYA	ONSANG	Brit. str.	—	Rose Core	JARDINE, MATHESON & Co., LD.	On 7th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	—	P. M. B. Lake	JARDINE, MATHESON & Co., LD.	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	LEVANZO	Ital. str.	—	Belsito	CARLOWITZ & Co.	Quick despatch.
JAVA PORTS	TJIPANAS	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LIJN	

INDO-CHINA STEAM NAVIGATION CO., LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
† SHANGHAI	"KWONGSANG"	Wed'day, 4th Dec., 4 P.M.
* MANILA	"LOONGSANG"	Friday, 6th Dec., 4 P.M.
† SHANGHAI	"SUISANG"	Friday, 6th Dec., 4 P.M.
* SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 7th Dec., 3 P.M.
SINGAPORE, SAMARANG & SOURABAYA	"ONSANG"	Saturday, 7th Dec., 3 P.M.
* MANILA	"YUENSANG"	Friday, 13th Dec., 4 P.M.

REDUCED FARES TO STRAITS AND CALCUTTA.

Hongkong to Singapore 1st Class, Single	$ 65.	Return $100
Penang " "	85.	" 120
Calcutta " "	165.	" 250

* These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1907. 18

EAST ASIATIC CO., LD.,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC Co., LD

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
MARSEILLES, HAVRE, GOTHENBURG and COPENHAGEN	"CANTON"	On 9th December.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of December.

For Further Particulars, apply to
MELCHERS & CO.,
AGENTS.

Hongkong, 3rd December, 1907. 9

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "ATHOLL" ... ... On 6th Dec., D'light.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.

Hgonkong, 3rd December, 1907 16

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 7th December.
ZAFIRO	2540	R. Rodger	Manila	On 14th December.

For Freight or Passage apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGER.

Hongkong, 2nd December, 1907. 15

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amidship and fitted with fans. Laundry on Board. Doctor and Stewardess carried.

These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers Returntickets issued at reduced rates available for two years. Throughtickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD. FOR SHANGHAI, KOBE, YOKOHAMA.		HOMEWARD. FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, & HAMBURG.	
SCANDIA	3rd December	SILESIA	11th December
HABSBURG	22nd December	SCANDIA	9th Jan., 1908
RHENANIA	21st Jan., 1908	HABSBURG	30th Jan., 1908
		RHENANIA	27th Febr, 1908
		HOHENSTAUFEN	26th March, 1908

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD:
DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd Dec.
SCANDIA ... FOR SHANGHAI, KOBE & YOHAKOMA ... 3rd Dec.
C. FERD. LAEISZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD:
VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

* SILESIA	NAPLES, LISBON HAVRE & HAMBURG	11th Dec.
SEGOVIA	HAVRE & HAMBURG	23rd Dec.
SCANDIA	NAPLES, HAVRE & HAMBURG	9th Jan. 08
C. FERD. LAEISZ	HAVRE & HAMBURG	24th Jan. 08
HABSBURG	NAPLES, HAVRE, & HAMBURG	30th Jan. 08

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins amidship. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captain.	Sailing Date.
* TREMONT	9,606	T. W. Garlick	On 10th December.
‡ SUVERIC	6,232	W. Shotton	On 4th January, 1908.
‡ KUMERIC	6,232	Cowley	On 28th January, 1908.
* SHAWMUT	9,606	E. V. Roberts	On 21st February, 1908.

‡ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—
DODWELL & CO., LIMITED,
GENERAL AGENTS.
QUEEN'S BUILDINGS.

Hongkong, 19th November, 1907. 7

VESSELS ON THE BERTH

THE RUSSIAN VOLUNTEER FLEET.

FOR CONSTANTINOPLE, ODESSA AND BLACK SEA PORTS.

THE Steamship

"KIEV,"

will be ready to load about FRIDAY, the 6th December.

For Freight apply to,
MELCHERS & CO.,
Agents.

Hongkong, 25th November, 1907. 1876

NAVIGAZIONE-GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"LEVANZO,"

Captain Belsito, will be despatched as above on THURSDAY, the 12th Dec., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 30th November, 1907. 4

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

THE Steamship

"SCHUYLKILL,"

Captain Anderson, will be despatched as above on or about the 14th December.

For Freight, &c., apply to
STANDARD OIL CO. OF NEW YORK,
Oriental Freight Department,
(Hotel Mansions).

Hongkong, 2nd December, 1907. 1721

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.)
With option to Call at Mexican and other Coast Ports.

Steamers	Tons	On or about
"KATHARINE PARK"	5,000	Mid. of Dec.
"KASATO MARU"	6,100	Sometime in March 1908.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

K. MATSDA, Manager,
York Building.

Hongkong, 14th November, 1907. 10

DAMPFSCHIFFS-RHEDEREI "UNION" ACTIEN-GESELLSCHAFT.

FOR NEW YORK.
(With Liberty to Call at the Malabar Coast.)

THE Steamship

"ALBENGA,"

Captain Petersen, will be despatched for the above Port on or about SATURDAY, the 21st December, 1907.

For Freight, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 26th November, 1907 1882

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
Taking Cargo at through rates to the BRAZILS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

THE Company's Steamship

"E. FR. FERDINAND,"

Capt. C. Matcovich, will be despatched as above on or about the 26th December.

This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.

For information as to Passage and Freight apply to
SANDER, WIELER & Co.,
Agents,
Princes' Buildings.

Hongkong, 30th November, 1907. 3

NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepard to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight

For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan

Hongkong, 4th August, 1898. 8

ON SALE.

THE

DIRECTORY AND CHRONICLE

FOR 1907.

Complete Edition $10.00
Small 6.00

Obtainable at the *Hongkong Daily Press* Office and from the Local Booksellers.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PESHAWUR, Capt. C. F. Lockstone, R.N.R.	About 5th Dec.	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NORE, Capt G. Phillips	About 5th Dec.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NILE, Capt. E. P. Martin, R.N.R.	About 8th Dec.	Freight only.
SHANGHAI	DELHI, Capt. J. D. Andrews, R.N.R.	About 13th Dec.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	MALTA, Capt. R. A. Peters	Noon, 14th Dec.	See Special Advertisement.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, De2ember, 1907. 1

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
MANILA	* "TEAN"	On 4th Dec., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE ADELAIDE, and PERTH	* ‡ "CHANGSHA"	On 4th Dec., 4 P.M.
SHANGHAI Direct	† "SHAOHSING"	On 5th Dec., 4 P.M.
SWATOW, AMOY and SHANGHAI	† "HOIHOW"	On 5th Dec., 4 P.M.
SWATOW and SHANGHAI	† "KASHING"	On 9th Dec., 4 P.M.
SWATOW and SHANGHAI	† "YOCHOW"	On 10th Dec., 4 P.M.
SWATOW and SHANGHAI	† "KIUKIANG"	On 14th Dec., 4 P.M.
CEBU and ILOILO	* "KAIFONG"	On 14th Dec., 4 P.M.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong 3rd December, 1907. 11

CANADIAN PACIFIC RAILWAY
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (*Subject to Alteration*)

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPRESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Febr.
"MONTEAGLE"	6,163	WEDNESDAY, 29th Jan.	22nd Febr.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 13th Febr.	2nd March
"EMPRESS OF CHINA"	6,000	THURSDAY, 12th March	30th March
"EMPRESS OF INDIA"	6,000	THURSDAY, 9th April	27th April

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class .....via St. Lawrence River Lines or New York £71.10
Intermediate on Steamers and 1st Class Railways .. „ £40, „ £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD. BREMEN.
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, ALGIERS GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZESS ALICE" Capt. G. ROTH	Wed'day, 4th Dec., at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"YORCK" Capt. J. RANDERMANN	About Wed'day, 4th December.
MANILA, FRIEDR. WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Friday, 6th Dec., at 5 P.M.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBILL	Middle of December.
EXTRA STEAMER.		
EUROPE VIA PORTS OF CALL	"SACHSEN" Capt. WOLTEMAS	About Wed'day 25th December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA. 5

Hongkong, 2nd December, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS.

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT
S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong 9.30 P.M. (SATURDAYS excepted). Departure from Canton at 5.15 P.M. (SUNDAYS excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents:—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO.,
Agents.

Hongkong, 27th September, 1907. 1492

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

	TONS REG.	
"BUELOW" Capt. FORMES.	8,000	ON MARCH 11TH.
"PRINZ LUDWIG" Capt. VON BINZER.	9,630	ON MARCH 25TH.
"PRINZESS ALICE" Capt. POLACK.	10,911	ON APRIL 8TH.

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

Early booking recommended.

For Particulars, apply to—

MELCHERS & CO.,
General Agents. 1365

Hongkong, 19th August, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
* TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU" Capt. I. SAKURAI	SUNDAY 8th Dec., at 9 A.M.
† SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SHOSHU MARU" Capt. M. NEMOTO	TUESDAY, 10th Dec., at 8 A.M.
* TAKAO VIA SWATOW AMOY AND ANPING	"FUKUSHU MARU" Capt. T. ITO	WED'DAY, 11th Dec. at Daylight.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong 3rd December, 1907. P. ARENS, Manager. 14

THOS. COOK & SON,
ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.
TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.
FOREIGN MONEYS EXCHANGED.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East:—
16, DES VŒUX ROAD,
HONGKONG.

Japan Office:—
14, WATER STREET
YOKOHAMA.

1852]

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,309, Capt. Ferdinand Bublay, Northern Waters

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochin-Chine
Argus, gunboat, 123 tons,—guns, 500 h.p., Lieut. Jeannel, Canton
Caronade, gunboat, Lieut. Kerchael, Saigon
Décidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut.-Comdr. L'Eost, Haiphong
D'Entrecasteaux, French cruiser, 8,000, Capt Tracon, Shanghai
Esturgeon, submarine, Saigon
Henri Riviere, gunboat, Lieut. Portier, Haiphong
Jacquin, river gunboat, Lieut. Le Corolle Annam-Tonkin, reserve
Javeline, destroyer, 330 tons, 7 guns, 300 h.p., Lieut. Sagos-Duvauroux, Saigon
Kersaint, gunboat 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon
Lynx, submarine, Lieut. Armbruster, Saigon
Montcalm, cruiser (Flagship of Vice-Admiral Richard, Commander in Chief), 9700 tons 12 guns, 19,600 h.p., Capt. Martel
Mousquet, destroyer, Lieut. Duchemin, Baie d'Along
Olry, gunboat, Lieut Grellier, Yangtse
Poiho, gunboat, Lieut. Marchand, Tongku
Perle submarine, Saigon.
Pistolet, destroyer, Lieut. de Reinach Werth, Baie d'Along
Protée, submarine, Lieut. Glorieux, Saigon
Rapier, destroyer, 330 tons, Lieut. Vincent de Brichignac, Saigon
Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6971 h.p., Rear Admiral de Marolles, Saigon
Sabre, destroyer, 330 tons, Lieut. Malliez
Styx, armoured gunboat, 1793 tons, 10 guns, 1700 h.p. Duc, Saigon
Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Roque, Haiphong
Takiang, gunboat, Yangtsze.
Takou, destroyer, Com. Terquem. Saigon.
Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560, h.p., Hongay.
Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton

GERMAN.

Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Kontre-Admiral Breusing, Tsingtau
Iltis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Küsel
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p., Commander Kloeb, Yangtse
Leipzig, cruiser, Commandant von Rothkersch Paulheon
Luchs, gunboat 850 tons, 10 guns, 1344 h.p. Commander Hartog
Niobe, cruiser, Commander Witschel
Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Glatzel
Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Commander V. Absken
Tsingtau, gunboat, 170 tons, 5 guns, 1300 h.p., Lieut. Brehmer
Vaterland, gunboat,—tons, 3 guns, 500 h.p., Lieut. de Sposseti

ITALIAN.

Vesuvioo, cruiser, 2,145 tons, Baron de Saint Pierro, Shanghai

PORTUGUESE.

Rio Lima, cruiser, 720, tons, 7 guns, Macao.

UNITED STATES.

Arayat, gunboat, Ensign R. R. Riggs commanding, Cavite
Bainbridge, torpedo-boat destroyer, 420 tons, Lt. C. H. Woodward commanding
Barry, torpedo-boat destroyer, 420 tons, Lt. A. E. Watson commanding, Manila
Callao, gunboat, 600 tons, Ensign Guy Whitlock commanding, Manila
Chattanooga, cruiser, 3100 tons, Commander Alex. Sharp, Yangtse
Cincinnati, cruiser 3213 tons, Commander J. M. Robinson, Amoy
Colorado, armoured cruiser, 13,500 tons, Captain Sidney A. Staunton
Concord, gunboat, Commander Bosch, Manila
Elcano, gunboat, 630 tons, Lt. Commander J. L. Jayne, Hongkong
Galveston, cruiser, 3100 tons, Commander W. G. Cutler, Chefoo
Helena gunboat, 1397 tons, Commander J. C. Gilmore, Manila
Maryland, armoured cruiser, 13,500 tons, Capt. John R. Ingersoll
Monadnock, monitor, in reserve, Lt. Commander J. L. Purcell, Cavite
Paragua, gunboat, 201 tons, Ensign A. B. Reed commanding, Cavite
Pennsylvania, armoured cruiser, 13,500 tons, Capt. Thom s C. McLean
Quiros, gunboat, Lieut. E. L. Bisset, Manila
Raleigh, cruiser, 3213 tons, Commander F. F. Fletcher, Manila
Villabois, gunboat, 347 tons, Ensign A. Andrews commanding, Manila

NOTICES TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ERROLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd Dec. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th Dec., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & Co., LTD.,
Agents.

Hongkong, 26th November, 1907. 1883

S.S. "TOURANCE,"
COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Dordogne" and "Matapan" from Havre ex s.s. "Matapan," from Bordeaux ex s.s. "Ville de Lorient" in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 3rd Dec., 1907, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd Dec., 1907, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 3rd Dec., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 26th November, 1907. 12

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed

This vessel brings on Cargo:—
From London, &c., ex s.s. "India."
From Persian Gulf ex B. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 4th Dec., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 28th November, 1907. 1

SHIPPING IN PORT.

STEAMERS.

ACHILLES, British str., 4,483, R. Thompson 27th Nov.—Shanghai 25th Nov., General—Butterfield & Swire.

ALDENHAM, British str., 4,008, St. John George, 30th Nov.—Australian ports 6th Nov., General—Gibb, Livingstone & Co.

AKI MARU, Japanese str., 3,995, M. Yag, 1st Dec.—Shanghai 28th November, General—Nippon Yusen Kaisha.

AMIRAL FOURICHON, French str., 3,187, Blanchard, 27th Nov.—Singapore 19th Nov., General—Messageries Maritimes.

ARABIA, German str., 2,868, C. Neumann, 16th Nov.—Portland 2nd Oct., Flour—Portland Asiatic S. S. Co.

ATHOLL, British str., 3,031, C. H. Komp, 30th November—Foochow 28th November, General—Shewan, Tomes & Co.

ASCOT, British str., 2,786, John B. Booth, 19th Nov.—Durban 11th and Ching Wang Tao 14th Oct.—Gibb, Livingstone & Co.

BARKSTON, British str., 2,759, S. D. Seaborne, 16th Nov.—Portland 28th Sept., Wheat.

BOURBON, French str., 997, Le Bail, 20th Nov.—Saigon 16th Nov., General—Chinese.

CATHERINE APCAR, British str., 1,370, A. Stewart, 25th November—Calcutta and Straits 5th November, General—Davjee Sassoon & Co.

CHEONGSHING, British str., 1,256, F. Wheeler, 24th Nov.—Tientsin via Chefoo 18th Nov., General—Jardine, Matheson & Co.

CHOWTAI, German str., 1,115, W. Mollermann, 25th November—Bangkok Nov. 16th, and Swatow 24th, Rice and Teakwood—Butterfield & Swire.

COQUET, British str., 2,685, T. Walker, 19th Nov.—Kuchinotzu 13th Nov., Coal—Mitsui Bussan Kaisha.

CYCLOPS, British str., 5,747, J. Bulford, 28th November—Manila 25th Nov., General—Butterfield & Swire.

DAGNY, Norwegian str., 883, O. Abrahamsen 24th November—Dalny 16th Nov., Beans—Asgaard, Thoresen & Co.

DIDMED, British str., 3,000, W. H. Sorrible, 30th Nov.—Singapore 23rd Nov., General—Butterfield & Swire.

EMPRESS OF CHINA, British str., 3,046, R. Archibald, R.N.R., 19th Nov.—Vancouver B.C. 29th October, Mails and General—C. P. R. Co.

FORESTDALE, British str., 2,283, Noall, 11th November—Hongay 7th November, Sugar—Butterfield & Swire.

GLENESK, British str., 2,274, Rafferty, 30th Nov.—Salina Cruz 16th Sept. General—China Commercial Co.

HAICHING, British str., 1,267, A. E. Hodgins, 1st December—Coast Ports 30th Nov., General—Douglas Lapraik & Co.

HAILAN, French str., 377, Andersen, 30th Nov.—Hoihow 29th Nov., General—A. R. Marty.

HILARY, German str., 1,276, H. Uecker, 1st Dec.—Macassar 21st Nov., General—Java-China-Japan Lijn.

HOIHOW, British str., 296, W. D. Brymer, 1st Dec.—Swatow 30th Nov., General—Butterfield & Swire.

HUNAN, British str., 1,142, Prickett, 27th November—Tientsin 17th Nov., General—Butterfield & Swire.

INDO, MARU, Japanese str., 3,227, R. Bati, 29th Nov.—Moji 23rd Nov., Coal—Mitsui—Bussan Kaisha.

JACOB DIEDERICHSEN, German str., 623, Hansen, 30th Nov.—Pakhoi 25th Nov. and Hoihow 28th, General—Jebsen & Co.

JOSHIN MARU, Japanese str., 702, H. S. Smith, 29th Nov.—Swatow 28th Nov., General—Osaka Shosen Kaisha.

KWANGLEE, Chinese str., 1,485, R. Lincoln, 27th Nov.—Shanghai 23rd Nov., General—Chinese.

KWANGSI, British str., 1,228, H. Stott, 1st Dec.—Chinkiang 26th via Shanghai 28th Nov., General—Butterfield & Swire.

KWEIYANG, British str., 1,044, M. Dawson, 1th Nov.—Newchwang and Chefoo 5th Nov., General—Butterfield & Swire.

LOO SOK, German str., 2,340, G. Schultzen, 22nd November—Bangkok 14th November, Rice—Butterfield & Swire.

M. S. DOLLAR, British str., 2,674, C. H. Cross, 16th November—Moji 11th Nov., Coal—Mitsui Bussan Kaisha.

NIPPON MARU, Japanese str., 6,168, W. E. Filmer, 27th November — San Francisco 30th Oct., General.—Toyo Kisen Kaisha

PHEUMPENH, British str., 1,065, J. H. Scott, 11th Nov.—Saigon 8th Nov, Rice and Meal—Chinese.

PRINZ SIGISMUND, German str., 3,302, D. Lenz, 18th November—Sydney 25th Oct., General—Melchers & Co.

PROGRESS, German str., 687, A. Struve, 7th November—Amoy 5th November, General—Siemssen & Co.

RAJABURI, German str., 1,159, H. Bremer, 23th Nov.—Bangkok 19th Nov., General—Butterfield & Swire.

REI-HO, French str., 5,456, Cazal, 19th Nov.—Singapore 13th Nov, General—Messageries Maritimes.

SHAOHSING, British str., 1,307, McIntosh, 30th Nov.—Shanghai 27th Nov., General—Butterfield & Swire.

SINGAN, British str., 1,046, H. Jamieson, 29th Nov.—Haiphong and Hoihow 27th Nov., General—Butterfield & Swire.

SOSHU MARU, Japanese str., 1,119, K. Toshiro, 23rd Nov.—Shanghai 17th Nov., General—Osaka Shosen Kaisha.

SUNGKIANG, British str., 987, Pennefather, 29th November—Manila 26th November, General—Butterfield & Swire.

TAIWAN, British str., 1,042, J. A. Martin, 29th Nov.—Saigon 25th November, General—Chinese.

TAKASAKI MARU, Japanese str., 2,943, A. Mocke 29th Nov.—Singapore 20th Nov., General—Nippon Yu en Kaisha.

TATSU MARU, Japanese str., 3,142, H. Terumim, 30th Nov.—Kobe 20th and Moji 25th Nov., General—Wallem & Co.

TEAN, British str., 1,346, A. Sommerville, 22nd November — Manila 19th Nov., General—Butterfield & Swire.

TRIUMPH, German str., 879, Bendixen, 25th November—Nauru 11th Nov., Ballast—Jebsen & Co.

WOOLWICH, British str., 1,845, A. Stoker, 13th November—Moji 8th November, Coal—Dodwell & Co.

YESAN MARU, Japanese str., 3,159, Nagatsu, 29th Nov.—Kuchinotzu 23rd Nov., Coal—Mitsui Bussan Kaisha.

SAILING VESSELS.

ECLIPSE, British 4-masted bark, 2,968, L. D. Vance, 24th August—New York 1st May, Case Oil—Standard Oil Co.

LAWHILL, British 4-masted bark, 1,950, 28th August—New York, Case Oil—Standard Oil Co.

POST OFFICE NOTICE

NEW YEAR MAIL.

The German mail leaving Hongkong to-morrow, is due in London on or about the 1st January 1908.

CHRISTMAS CARDS (if prepaid at Printed Matters rates) must be posted either in an unfastened envelope or in a cover which can be easily removed for the purpose of examination without breaking any seal, tearing any paper or separating any adhering surfaces. Covers may, however, be secured with string.

CARDS enclosed in envelopes with notched ends or corners cut will be taxed as letters. The best method of sending Cards is to enclose them in an envelope with the flap turned in.

The *Yorck*, with the German mail of the 5th ult., left Singapore on Saturday, the 30th ult., at 7 a.m., and may be expected here to-morrow, at night.

The *Armand Behic*, with the French mail of the 8th Nov., left Singapore on Monday, the 2nd Dec., at 8 a.m., and may be expected here on or about Monday, the 9th Dec. This packet brings replies to letters despatched from Hongkong on the 5th Oct.

FOR	PER	DATE
Swatow, Amoy and Foochow	*Haiching*	Tuesday, 3rd, 0.00 A.M.
Moji, Yokohama and Kobe	*Aldenham*	Tuesday, 3rd, 11.00 A.M.
Singapore	*Alcinous*	Tuesday, 3rd, 11.00 A.M.
Macao	*Sui Tai*	Tuesday, 3rd, 1.15 P.M.
Singapore, Penang and Calcutta	*Catherine Apcar*	Tuesday, 3rd, 2.00 P.M.
Sourabaya	*Yedo Maru*	Tuesday, 3rd, 2.00 P.M.
Hoihow and Haiphong	*Amigo*	Tuesday, 3rd, 5.00 P.M.
Moji, Kobe and Yokohama	*Tjikini*	Wednesday, 4th, 9.00 A.M.
Shanghai, Nagasaki, Kobe and Yokohama	*Montgomeryshire*	Wednesday, 4th, 10.00 A.M.
Manila	*Tean*	Wednesday, 4th, 3.00 P.M.
EUROPE, &c., India via Taticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	*Prinzess Alice*	Wednesday, 4th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.15 A.M.) Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters ... 11.00 A.M.
Macao	*Sui Tai*	Wednesday, 4th, 1.15 P.M.
Shanghai	*Kwongsang*	Wednesday, 4th, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	*Changsha*	Wednesday, 4th, 3.00 P.M.
Macao	*Sui Tai*	Thursday, 5th, 1.15 P.M.
Shanghai	*Shuchuing*	Thursday, 5th, 3.00 P.M.
Swatow, Amoy and Shanghai	*Hoihow*	Thursday, 5th, 3.00 P.M.
Singapore	*Atholl*	Thursday, 5th, 5.00 P.M.
Macao	*Sui Tai*	Friday, 6th, 1.15 P.M.
Manila	*Loongsang*	Friday, 6th, 3.00 P.M.
Manila, Simpsonhafen, Friedrich Wilhelmshafen, Herbertshohe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	*Prinz Sigismund*	Friday, 6th, 4.00 P.M.
Manila	*Rubi*	Saturday, 7th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)	*Nippon Maru*	Saturday, 7th, Printed Matter and Samples ... 10.00 A.M. Registration ... 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.15 A.M.) Registration, Kowloon B.O. ... 10.00 A.M. No late fee. Letters ... 11.00 A.M.
Macao	*Sui Tai*	Saturday, 7th, 1.15 P.M.
Singapore, Penang and Calcutta	*Namsang*	Saturday, 7th, 2.00 P.M.
Singapore, Samarang and Sourabaya	*Onsang*	Saturday, 7th, 2.00 P.M.
Swatow and Shanghai	*Kashing*	Monday, 9th, 3.00 P.M.
Moji, Kobe, Yokohama, Victoria, B.C. and Tacoma Wash.	*Tremont*	Tuesday, 10th, 10.00 A.M.

TO-DAY.

Sale, Old and Surplus Naval and Victualling Stores, at H.M. Naval Yard, Messrs Hughes & Hough, 10 a.m.

Sale of Work and Concert, Volunteer Headquarters and Parade Ground, 2.30 and 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

December 2nd.

ON LONDON.—
- Telegraphic Transfer ... 2/-
- Bank Bills, on demand ... 2/-½
- Bank Bills, at 30 days' sight ... 2/-¼
- Bank Bills, at 4 months' sight ... 2/-¼
- Credits, at 4 months' sight ... 2/-¼
- Documentary Bills 4 months' sight 2/-⅛

ON PARIS.—
- Bank Bills, on demand ... 253
- Credits, at 4 months' sight ... 159½

ON GERMANY.—
- on demand ... 205½

ON NEW YORK.—
- Bank Bills, on demand ... 48⅞
- Credits, at 60 days' sight ... 50⅛

On BOMBAY.—
- Telegraphic Transfer ... 151¼
- Bank, on demand ... 151¼

ON CALCUTTA.—
- Telegraphic Transfer ... 151¼
- Bank, on demand ... 151¼

On SHANGHAI.—
- Bank, at sight ... 74⅞
- Private, 30 days' sight ... 75⅝

ON YOKOHAMA.—On demand ... 98

ON MANILA.—On demand—Pesos—98½

ON SINGAPORE.—On demand ... 15½ p.c. pm.

ON BATAVIA.—On demand ... 121

ON HAIPHONG.—On demand ... 4½ p.c. pm.

ON SAIGON.—On demand ... 4 p.c. pm.

ON BANGKOK.—On demand ... 73½

SOVEREIGNS, Bank's Buying Rate ... $9.75

GOLD LEAF, 100 fine, per tael ... $51.70

BAR SILVER, per oz. ... 26⅝

SUBSIDIARY COINS.

			per cent.	
Chinese	20 cents pieces	...	$5.09	discount.
"	10 " "	...	5.35	"
Hongkong	20 " "	...	4.90	"
"	10 " "	...	5.00	"

OPIUM.

December 2nd

Quotations are:—		
Malwa New	$840	per picul.
Malwa Old	$880	"
Malwa Older	$920	"
Malwa V. Old	$970	"
Persian fine quality	$750	"
Persian extra fine	$795	"
Patna New	$861¼	per chest.
Patna Old	$870	"
Benares New	$825	"
Benares Old	—	"

STEAMERS PASSED THE CANAL.

Oct. 26th—*Cyclops, Memnon, Kasenga.* 30th—*Dortmund, Monmouthshire, Dunearn.* Nov. 2nd—*Montgomeryshire, Hakata Maru.* 6th—*Scandia, Nippon, Peshawur.* 9th—*Kennebec, Colombo Maru, Stentor, Nile, Silk, Vamlalia, Suwa Maru.* 13th—*Benlarig, Aragonia, Hirofu Maru, Yorck.* 16th—*Armand Behic, Sado Maru, Siam, Marusan.* 20th—*Lennox, Meyune, Crewshall, Ganges.* 23rd—*Bellerophon, Deucalion, Manilo, Sunda, Carnarvonshire, Charlton, Longsor.* 27th—*Australien, Benmohr, Benvorlich, C. Ferd Laeisz, Habsburg, Indrawalli, Antilochus, Astyanax.* 28th—*P. E. Friedrich,* (delayed through mutilation). 30th—*Roon, Hohenstaufen, Liberia, Salazie, Tamba Maru, Belgravia, St. Patrick.* Dec. 2nd—*Bingo Maru, Priam, Sophie Rickmers,* (delayed through mutilation).

ARRIVAL AT HOME.

November 29th—*Yarra.*

PASSENGERS

ARRIVED.

Per *Kwangsang*, from Shanghai, &c., Mr. W. J. Milne.

Per *Changsha*, from Sydney, &c., Mrs. Beale and child, Mrs. Hancock and child, Miss Maker, Miss Ashton, Messrs. Kennedy, Violette, W. Pule and F. Azeado.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, January to June 1907. With INDEX. Price $7.50.

On sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 26th July 1907.

JOINT STOCK SHARE.

Hongkong, December 2nd.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Fs. 200	Nominal.
Banks—		
Hongkong & S'hai	$125 / $25	$665, sales; $665, buyers; Ln. £76; Ln. £74.10
National B. of China	£6	$51.
Bell's Asbestos E. A.	12s. 6d.	$6½.
China-Borneo Co.	$12	$10½, sales
China Light & P. Co.	$10 / £1	$6, sellers
China Provident	$10	$9.
Cotton Mills—		
Ewo	Tls. 50	Tls. 50.
Hongkong	$10	$10, sellers
International	Tls. 70	Tls. 50.
Laou Kung Mow	Tls. 100	Tls. 50.
Soychee	Tls. 500	Tls. 280.
Dairy Farm	$5	$16.75, sellers
Docks and Wharves—		
H. & K. Wharf & G.	$50	$67, sellers
H. & W. Dock	$50	$97½, sales
New Amoy Dock	$8¾	$10, sellers
Shanghai Dock	Tls. 100	Tls. 74.
S'hai & H. Wharf	Tls. 100	Tls. 199.
Fenwick & Co., Geo.	$25	$14, sales
Green Island Cement	$10	$11½, sellers
Hongkong & C. Gas	$10	$175, buyers
Hongkong Electric	$10	$15.
Hongkong Hotel Co	$50	$100, sales & buy.
Hongkong Ice Co	$25	$240.
Hongkong Rope Co.	$10	$25½.
Insurances—		
Canton	$50	$250, sellers
China Fire	$20	$8½, buyers
China Traders	$25	$90, buyers
Hongkong Fire	$50	$120, buyers
North China	£5	Tls. 85, buyers
Union	$100	$780.
Yangtsze	$60	$100.
Land and Building—		
Hongkong Landing	$100	$66, sellers
Humphrey's Estate	$10	$10½, sellers.
Kowloon Land & B.	$30	$36, sellers
Shanghai Land	Tls. 50	Tls. 100.
West Point Building	$50	$48, buyers
Mining—		
Charbonnages	Fcs. 250	$470, buyers
Raubs	1s/10	$8½, buyers
Peak Tramways	$10 / $1	$12½, buyers; $2, (new) buy.
Philippine Co.	$10	$5.
Refineries—		
China Sugar	$100	$100, sellers
Luzon Sugar	$100	$10, buyers
Steamship Companies		
China and Manila	$25	$15.
Douglas Steamship	$50	$38, buyers
H., Canton & M.	$15	$30.
Indo-China S.N. Co.	£5	$40 sellers; $28 sellers
Shell Transport Co.	£1	42/-, buyers
Star Ferry	$10	$21, buyers
Do. New	$5	$11, buyers
South China M. Post	$25	$22, sellers
Steam Laundry Co.	$5	$6, sellers
Stores & Dispensaries		
Campbell, M. & Co.	$10	$14, sellers
Powell & Co., Wm.	$10	$5½, buyers
Watkins	$10	$2½, buyers
Watson & Co., A. S.	$10	$10½, sellers
United Asbestos	$4	$10.
Do. Founders	$10	$150, buyers
Union Waterboat Co.	$10	$11, sellers

VERNON & SMYTH.

HONGKONG TIDE TABLE.

From Dec. 3rd to 9th, 1907.

Day of Week	Day of Month	HIGH WATER. Hongkong Mean Time.	Height	LOW WATER. Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Tues.	3	m 7 39	5 6	m 1 14	2 8
		7 57 a	7 1	1 26 a	2 8
Wed.	4	m 8 37	5 6	m 2 39	2 0
		8 14 a	7 7	1 51 a	2 0
Thurs	5	m 9 34	5 5	m 3 23	1 3
		8 51 a	8 2	2 34 a	3 1
Fri.	6	m 10 30	5 4	m 4 8	0 8
		9 54 a	8 5	3 10 a	3 2
Sat.	7	m 11 25	5 2	m 4 14	0 5
		10 18 a	8 6	3 47 a	3 4
Sun.	8	m 0 22 a	5 0	m 5 42	0 4
		11 4 a	8 5	4 25 a	3 6
Mon.	9	m 1 25 a	4 9	m 6 34	0 5
		11 53 a	8 1	5 5 a	3 9

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 2nd, 1907.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	30.20	30.30	30.17
Temperature	67	65	65
Humidity	38	47	60
Wind Direction	N	N	ESE
" Force	1	1	2
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 1st ... 69

Lowest open air Temperature on 1st ... 57

VESSELS EXPECTED

THE GERMAN MAIL.

The I.G.M. str. *Prinzess Alice* left Shanghai on the 30th ult., at 5 p.m., and may be expected here to-day at 4 a.m.

The I.G.M. str. *Yorck* carrying the German Mails with date from Berlin of the 5th ult. left Singapore on 30th ult., at 7 a.m., and may be expected here to-morrow at night.

The I.G.M. str. *Manila* left Sydney on Tuesday, the 19th ult. p.m., and may be expected here on or about the 15th inst.

THE INDIAN MAIL.

The Indo-China str. *Kumsang* from Calcutta and the Straits left Singapore for this port on 26th ult. p.m.

THE AMERICAN MAIL.

The O. & O. str. *Asia* sailed from Yokohama on the 28th ult., and should therefore arrive at this port on the 6th inst.

THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver B.C. for Hongkong via usual ports of call at a.m. on Tuesday the 26th ult.

MERCHANT STEAMERS.

The H.A.L. str. *Scandia* left Singapore on 26th ult., 3 p.m., and may be expected here to-day a.m.

The H.A.L. str. *Dortmund* left Bangkok on 25th ult. p.m., and may be expected here to-day a.m.

The C.N.Co.'s str. *Nanchang* left Chefoo the 27th ult., and is due here to-day.

The str. *Montgomeryshire* left Singapore on the 27th ultimo, and is expected here to-day at daylight.

The J.-C.-J. Lija str. *Tjikini* left Makassar for this port on the 26th ult., and may be expected here to-morrow.

The N.Y.K. str. *Moyori Maru* (Bombay Line) left Moji for this port on the 28th ult., and is expected here to-morrow.

The Ben Line str. *Benarty* from Antwerp and London left Singapore on the 25th ult. for this port.

The P. & O. str. *Peshawur* left Johore for this port on the 27th ult. at 3 p.m.

The H.A.L. str. *Vandalia* from New York may be expected here on 5th inst.

The N.G.I. str. *Levanzo* left Singapore for this port on 28th ult., and may be expected here on or about the 5th inst.

The Swedish str. *Canton* left Kobe on 29th ult. a.m., and may be expected here on or about Monday, the 9th inst.

The C.N.Co.'s str. *Taiyuan* form Australian Ports leaves Sydney to-morrow, and is due here on 27th inst.

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HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. E. La T. Leatham, Hongkong

Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain C. L. Vaughan-Lee Hongkong

Bedford, British cruiser, Capt. S. E. Erskine, R.N., Cruising

Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.-Comdr. G. W. Davidson, Shanghai

Britomart, gunboat, 710 tons, 900 h.p., Lieut.-Comdr. W. L. Bamber, Shanghai

Cadmus, British sloop, 1070 tons, Comdr. B. L. Majendie, Hongkong

Clio, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Hongkong

Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Greerson, Hongkong

Flora, 2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, S'hai.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4000 h.p., Lieut.-Comdr. W. H. Darwall, Hongkong

Hart, torpedo-boat destroyer, 295 tons, 6 guns 4,000 h.p., Lieut.-Comdr. G. C. Dickens, Hongkong

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt.-Comdr. C. A. Freemantle, Hongkong

Kent, armoured, 9800, tons, 14 guns, 22000 h.p., Capt. G. C. A. Marescaux, Cruising

King Alfred, British cruiser, Flag ship of Admiral Sir Arthur W. Moore, Commander in Chief, 14100 tons, Capt. Cecil F. Thursby, Hongkong

Kinsha, river gunboat, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtsze

Monmouth, cruiser, 9800 tons, Capt. J. A. Tuke, Hongkong

Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. Vaughan, Hongkong

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. R. S. Roy, R.N., Shanghai

Otter, torpedo-boat destroyer, 385 tons, 6 guns 6300 i.h.p., Lt.-Comdr. Kiddle, Hongkong

Robin, river gunboat, 85 tons, 2 guns, 240 h.p, Lieut.-Comdr. Walcott, West River

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. H. R. Tickell, West River

Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtsze

Taku, torpedo boat destroyer, Bosn. Strath Hongkong

Tamar, receiving ship, 4600 tons 6 guns, Commodore Stokes, Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut. Comdr. H. R. Godfrey, Yangtsze

Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Shanghai

Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson, Hongkong

Waterwitch, surveying ship, 620 tons 450 i.h.p Comdr. R. W. Glennie, Bias Bay

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.h., Lieut.-Comdr. H. B. Cox, Hongkong

Widgeon, gunboat 195, tons, 2 guns, 300 h.p. Lt-Comdr. John F. Knox, Yangtsze

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. H. R. V. Cottrell Dormer, Yangtsze

Woodlark gunboat, 150 tons, 2 guns, 550 h.p. Lieut-Comdr. G. R. Livingstone, Yangtsze

MESSRS. FALCONER & CO.'S REGISTER.

December 2nd.

Barometer 9 A.M.	30.20	Therm. (Wetbulb) 9 A.M.	60
Barometer 1 P.M.	30.15	Therm. (Wetbulb) 1 P.M.	61
Barometer 4 P.M.	30.10	Therm. (Wetbulb) 4 P.M.	61
Thermom. 9 A.M.	66	Therm. Maximum	67
Thermom. 1 P.M.	66	Therm. Minimum over night	63
Thermom. 4 P.M.	67		

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